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TOPICS - OF - THE - DAY

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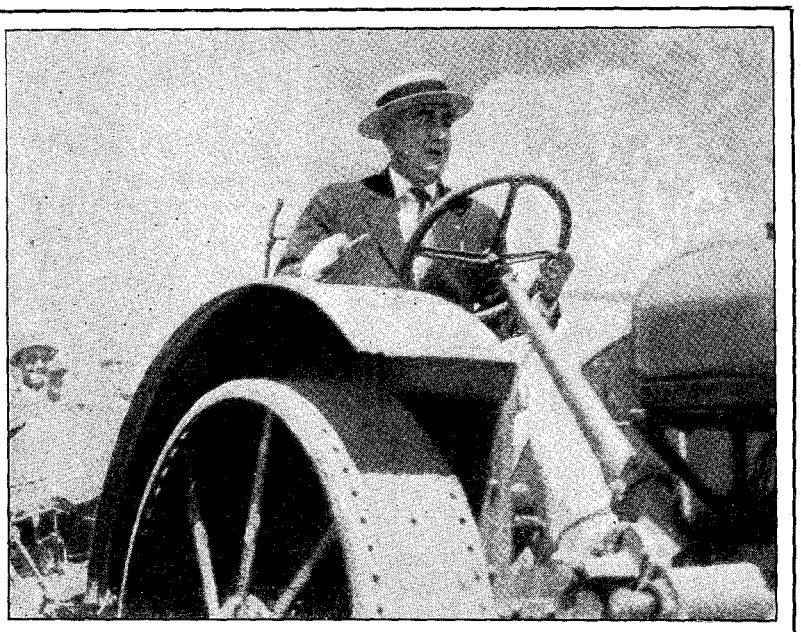
HARDING'S PLAN TO CUT THE COST OF LIVING

PRESIDENT HARDING "STARTED SOMETHING," at a time when the whole country is groaning under the burden of high prices, many papers agree, when he proposed, in his Idaho Falls speech, that the nation and the States seek ways to promote cooperative buying by the general public, thereby "shortening the bridge between producer and consumer and reducing the toll that must be paid for passing over it." This proposal, predicts the Minneapolis *Tribune* (Rep.), will provoke wide discussion, provide a fruitful topic of debate in the next Congress, and "probably enter as a factor into the Presidential campaign next year." The political bearing is obvious. In making this suggestion for reducing the costly spread of prices between the producer and the consumer, the same paper notes, the President enters upon ground not covered by the Republican platform of 1920. But "his remedy is one which has been advocated in the farmer-labor movement since its inception," states the Minneapolis *Minnesota Star* (Labor), which assures him that "no progressive will quarrel with it." "Honestly carried out," says this paper, "the President's plan would constitute an enormous step toward industrial democracy, the real goal of progressivism." His words, says the Washington *Star* (Ind.), will bring a thrill of hope to every householder. Altho his scheme is still nebulous, remarks the Philadelphia *Inquirer* (Rep.), it at least officially recognizes the fact that "the producer is not getting enough profit and the consumer is paying too much." Nothing else that he has said on his Western tour, thinks the Grand Rapids *Herald* (Ind. Rep.), will be read with as intense interest by so large a number of Americans.

"The great unorganized public, which for years has faced the increased cost of living and meekly paid the bills because no other course seemed open, may not be so helpless after all," observes the St. Joseph *News-Press* (Ind.), which goes on to say:

"The idea of cooperative selling is comparatively familiar, as it is in the interest of the farmer, and has as its object the orderly marketing of produce. But cooperative buying, in the interest of the consumer, is in its pioneer stage. Here and there in the past cooperative retail stores have been established with the purpose of giving patrons the advantage of wholesale prices, less the cost of overhead, but they were seldom successful in the long run; perhaps they lacked the system of credits and finance of which the President speaks.

"It is possible that the two kinds of cooperation can be so coordinated as to make them work together, to the mutual advantage of producer and consumer, and that in this way the bridge between the two great groups of the nation's population can be shortened and its toll reduced."



DOING HIS BIT TO REDUCE THE COST OF FOOD

President Harding driving a tractor and reaper in a wheat-field near Hutchinson, Kansas, where he stopt on his tour to the Pacific Coast and Alaska.

President Harding "is right in his statement that there is need for shortening the distance between the producer on the farm and the consumer in the city; and he is equally right in his conclusion that the country has outgrown the present system of distribution," observes the Columbus *Ohio State Journal* (Rep.), which believes that "unless some other and better method is developed, there is no doubt that the cooperative movement will have a very great application and may become an established general custom." Stript of phrases, notes a writer in the New York *American*, cooperation by consumers means that "families may get together to buy their goods directly from the producers of the goods, and thus do away with the costly middlemen or retailers and their profits." If Mr. Harding can induce the American people to take this idea more seriously as a matter of every-day life, many papers agree, he will be accomplishing a great work. "There is evidence a-plenty at hand and accumulating to show that the ultimate consumer is thinking about the cost of living," remarks the Philadelphia *Public Ledger* (Ind.). "Undoubtedly there is much to be gained of advantage both to the producer and the consumer by cooperative action," avers the Philadelphia *Bulletin* (Rep.); and the Democratic New York *Evening World*, while reminding us that "the history of the cooperative movement in the United States as well as abroad indicates that cooperative enterprises succeed only as they grow from small beginnings," goes on to explain:

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"The opinions of the President create discussion for and against. If the President intends to recommend legislation, that will provoke still more discussion. Even the defeat of any specific program of aid might be of benefit to the cooperative movement."

The President's plan for the cooperative organization of consumers, to be financed in part at least by some adaptation of the principles of the savings bank or the building and loan association, was advanced in a speech at Idaho Falls, Idaho, on June 28. He said in part:

"One of the most engrossing problems of our time, confronting all countries and all societies, is the exorbitant cost of living. We realize that the real producer, under our elaborate and costly system of distribution, is not permitted a fair share of his product for his own use and enjoyment. We have become convinced that somehow our system of distribution has grown too cumbersome, too costly, too complex, too indirect, too unrelated to the interests of real producers and legitimate consumers. We must find methods to take up as much as possible of the slack in the long line between producer and consumer; to give the producer a better share in that which he furnishes to the community, and to enable the consumer to meet his requirements at a reasonable cost.

GHOSTS OF THE DEPARTED DO RETURN
—Smith in the Jersey City *Journal*.

"To this end many experiments have been made in cooperative production, transportation, distribution and purchasing. To a great extent, these experiments have proceeded from the enterprise and initiative of the Western people, to whom these problems have presented themselves with especial insistence. But for the spirit of cooperation, the willingness to be mutually helpful, the determination to give first place to the interests of the community, you could not have made your West what it is.

"Ours is an individualistic society and we want it to remain so. We want this Republic to remain always the land of opportunity wherein every man's abilities and usefulness shall measure his personal advancement and prosperity.

"The need of this time is to shorten the bridge between producer and consumer, and to reduce the toll that must be paid for passing over it. We all know a good deal about the various cooperative societies, associations, and corporations which have undertaken, in many cases with notable success, to improve the position of the agricultural producers. Such organizations have been successful in all parts of this country and in many parts of the Old World. They have already done a great work and taught us many valuable lessons.

"There is need to have working and practical cooperative associations of producers in the country, and at the same time to have equally effective cooperations among the consuming communities of the cities and towns; and, finally, to link these two sets of cooperators together in a coordination for mutual advantage to both.

"I believe it is possible, and altogether desirable, that systems of credit and finance should be developed, under public auspices, to encourage both these kinds of cooperation; and to draw them together into a harmonious working scheme of wide-spread distribution at the lowest possible expense.

"I have not attempted to work out even an outline, much less the details, of such a system; but I believe it is possible, feasible and certain to command the sympathy of men and women who have the true interest of the country at heart. I hope to be able, as the result of studies and investigations, to recommend for the consideration of the Congress measures which shall represent a beginning along this line. It is a big and pregnant subject to which no man or woman can deny the fullest and most careful consideration.

"My thought is that the Government should give the largest encouragement consistent with sound economics and proper government functions to every effort of the people to help themselves in dealing with the high cost of living and the relationship of incomes to our household budgets.

"I have wondered if it were not possible, for example, that a scheme of cooperation among consumers, financial, in part at least, through a carefully organized and supervised adaptation of the principles of the savings bank or the building and loan society, might be made to serve a splendidly useful purpose in this department of our economic life. I think this would be preferable to having limited sections of the community undertaking to establish financial independence and economic solidarity, as some of them have lately been doing.

"The development of such a general program into a sound working business scheme would doubtless be found chiefly an affair of the State governments, but one in which the jointure of State and national authorities might prove practicable and even necessary."

This proposal is immensely important, of course, if it is practicable. But on this point many editorial commentators express doubt. "Congress showing the average wage-earner how to save his money and reduce his cost of living is one thing we will never see," is the pessimistic comment of the Philadelphia *Public Ledger*. But even if Congress could be depended upon to help, there is a more serious obstacle inherent in the temperament and habits of the American people, says the New York *Times* (Dem.), which, while admitting the theoretical soundness of the President's suggestion, goes on to say:

"But somehow cooperation has not proved attractive in the United States—not in practise, that is, tho we all think the theory a fine one.

"Our producers in a few branches of agriculture have cooperated with profit both to their pockets and to their reputations, but as consumers we seemingly like best to be individualists. But for some time we probably shall go on paying high prices for what we want in order to get it with the least trouble to ourselves. Meanwhile, the middleman army will take the trouble and its heavy rake-off from producers and consumers alike."

There is much to be said in favor of cooperation, writes George W. Hinman in the financial columns of the New York *American* (Ind.). But "the main trouble with it is that the people will not do it":

"What the people want is the quickest and most convenient

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delivery of the goods they use in their daily lives. By such quick and convenient delivery of the goods they save time and effort. For this saving they have to pay extra money. They are willing to do so.

"That is the reason there are over a million retailers or middlemen in business in the United States. That is the reason there are nearly 350,000 grocers buying food from wholesalers and distributing it to families. None of these men could be in business if the 25,000,000 American families did not demand that they be in business and call on them daily to do just what they are doing.

"There is much to be said in favor of the simple life. The American people might be better off if they turned aside from their present ways and took it up. Who knows? But that the American people won't do it, that they will continue spending money freely to save themselves trouble and effort, that they will demand convenience and variety and speed in satisfying their wants, that they will refuse to live the plain lives of their grandfathers, even tho they can save money by so doing —all these things are so sure and clear that, as a cure for the high cost of living, the general co-operative commonwealth is not likely to become a practical proposition for either this or the next generation of American families."

The hope of lower living expenses that Mr. Harding holds out is not likely to be realized, thinks the New York *Journal of Commerce* (Ind.), which concludes its comment with these words:

"There is no way of avoiding the truth that the best help to the community is that of cutting taxation, eliminating unnecessary duties on imported goods and thereby enlarging our foreign trade. These simple and easily applied remedies call for no elaborate 'machinery,' or devices for 'financing,' or 'legislation.' They have the additional advantage that they would 'work' by cutting living costs and increasing true prosperity."

The extermination of the middleman is implicit in the President's plan, remarks the Philadelphia *Record* (Dem.), which continues:

"If only the middlemen were the dealers this would be safe enough. But the President's problem is not so simple. The manufacturers who buy cotton and wool and turn out textile fabrics are also middlemen. However, the class is much smaller than the producers (being the wage-earners, miners and farmers), and they are only a small fraction of the whole mass of consumers. Therefore it might be good policy to make the producers and the consumers happy by exterminating the middlemen.

"Unfortunately for the President, the extermination of the middleman has been threatened a great many times. The oldest of all remedies for the high cost of living is to wipe out the middlemen. The fact that the middlemen still exist suggests strongly that they are not parasites, but are necessary elements in the process of distribution. The farmer who hauls his produce to the door of his customer gets a better price than he who sells to a buyer, but he spends a great deal of time that he could more profitably spend on the farm."

We are warned by the St. Louis *Globe-Democrat* (Ind.) against "the wide-spread notion that the space between the producer and the consumer is a field of robbery, graft, profiteering and general iniquity." No group or class or agency, it declares, is to be blamed for the spread of prices between producer and consumer. This increase "is the result of the constantly growing complexity of our civilization, of our industrial system, of our social relations, of our geographical distribution." There are serious difficulties in the path of the President's plan, concludes the Missouri paper, "and it is a matter of conjecture whether even with appropriate legislation the idea can be successfully applied in this country to such an extent as materially to affect living costs."

To illustrate the complexity of the problem the President seeks to solve, we quote from *The Christian Science Monitor* (Boston) the following fable, entitled, "Why the Cost of Living Is High":

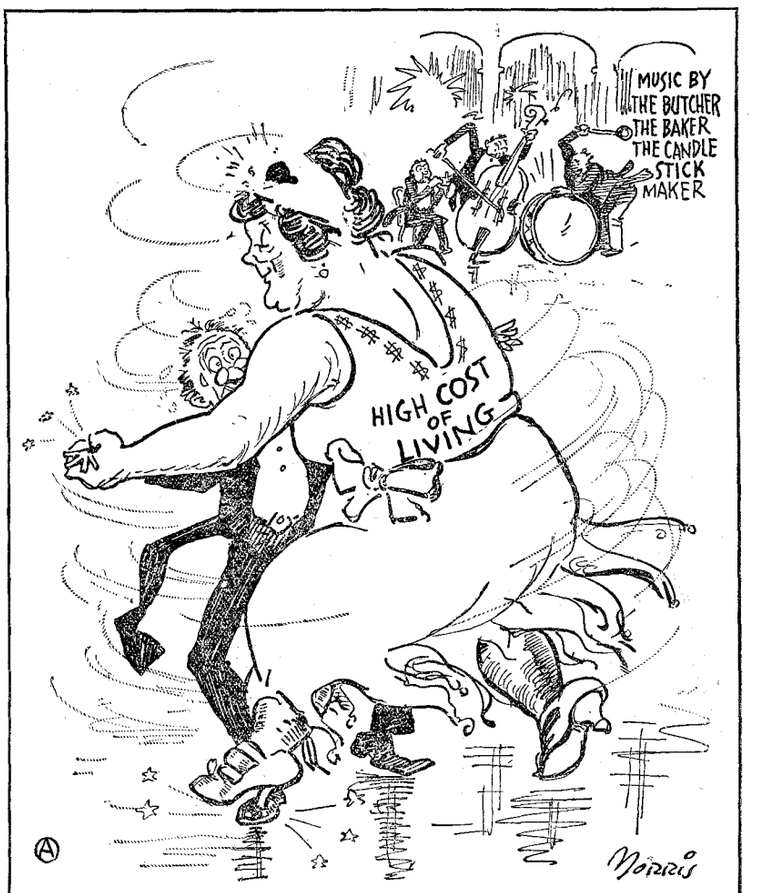
"An Ultimate Producer, who had labored hard in his fields for many years, and found that it took nearly all of the money received for his crops to pay his taxes and the interest on his mortgage, was deeply moved by the troubles of the city millions with the high cost of food products, and decided to find out why it was that the price paid by the consumer was anywhere from 100 to 300 per cent. more than the farmer got for what he raised. The first man he tackled was the Railway Magnate. 'My dear fellow,' beamed the genial executive, 'we are not responsible. It is true that freight charges are much higher than they were a few years ago, but think of the high wages and taxes we are paying now. And the increased cost of equipment is something frightful. Most of us are on the verge of a receivership.'

"The next on the list was the Commission Merchant. 'Don't blame me for low prices for your stuff. By the time I've counted up freight and insurance charges, truckage, storage, selling expenses, and losses through unpaid bills, I am not making a living. It's the retailer gets all the profits.'

"'Me?' said the Retailer. 'Why, what with the high rent of my shop, wages of clerks, cost of delivery, losses on perishable stuff, and bad debts, I am just able to keep going. My landlord takes most of what I make.'

"'High rents nothing,' said the Landlord. 'Have you any idea what I pay in taxes? Maybe you haven't heard that, taking into account higher valuations, taxes have just about doubled in the past ten years. That's where the money goes.'

"'Higher taxes?' rejoined the Politician, when the producer had asked him about increased tax rates. 'Yes, taxes are a lot higher, but that's because governments are doing so much more for the people nowadays. With more than 4,000,000 public servants on the pay-roll, it takes a heap of cash to keep things running.' 'And what does the government do for me?' asked the producer. 'Oh! it collects taxes from you.'"



DAD HOLDS THE REAL NON-STOP DANCE RECORD

—Morris for the George Matthew Adams Service.

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COURTING THE COURT'S CRITICS

STOOPING TO CONQUER has not been the way recent Presidents have chosen to get things done, reminiscent editors remark. Roosevelt believed in speaking softly but carrying a "Big Stick," and the opponents of the Wilson policies were often given to understand that in the opinion of right-minded citizens they stood considerably lower than the angels. But when President Harding took the field against the foes of the World Court in his St. Louis speech, "he exhibited no impatience with them, shook no 'big stick' in their faces, nor did he by word or gesture challenge them to come and do their worst." So the New Haven *Journal-Courier* notes, while the New York *Journal of Commerce* calls attention to the President's explicit assertions "that he does not intend to force his proposal through Congress by the use of special arts of legislative manipulation or Executive pressure." The President says he will not try "to coerce the Senate" or to impose his will upon anybody, that he is "interested in harmonizing opposing elements," and "more anxious to effect our helpful commitment to the Court" than "to score a victory for Executive insistence." Thus he is willing to concede much to the isolationist views of the World Court opponents, and tho critics assert that by this gentleness he has killed the Court as far as this country is concerned, many of his friends believe he has chosen wisely and that in this instance the still small voice of the harmonizer will accomplish more than the strident tones so often used by such executives as Jackson, Cleveland, Roosevelt and Wilson. For instance, as the Adrian (Michigan) *Telegram* (Ind.) speaks for that Middle Western public to which Mr. Harding has been appealing, "instead of taking the field with weapons designed to hammer the Republican irreconcilables into submission, the President has sugared the pill he asked them to have. It is finesse instead of combat, the compliance of a doctor, rather than the defiance of a crusader." The effectiveness of the President's policy is seen in the fact that Senator Borah is quoted as having come round to the President's policy, saying: "I understand the President's position to be that the League is dead and the Court should be divorced from it. With that position I am in hearty accord." Continues *The Telegram:*

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TUNING IN

—Cassel in the New York *Evening World.*

"If the rest of the opposition follows his lead and comes trooping back into camp the President must be credited with a conspicuous political achievement. He will take into the 1924 campaign a Republican party united on a definite foreign policy. Even if a considerable number of the objectionist leaders who have been represented by Chairman Adams of the National Committee continue to hold out, their position has been notably weakened. Camouflage is no longer possible since the President has met them on the very basis of their previous objections."

And we are told that the President's new position is as strong internationally as it is within the party:

"Europe has made it plain by every possible means of international conversation that she considers our participation in the new world order an essential of success. The price asked for it by President Harding is not a large one. Europe will be forced into a defensive position by the offer just as the objectionist elements within the ranks of the Republican party have been."

The President has chosen the wisest and safest course, thinks the Charleston (W. Va.) *Daily Mail* (Rep.), as does also the Democratic Atlanta *Constitution*. There are times when a more compelling leadership is called for, but in view of present American sentiment toward the League and the Court, the New York *Tribune* (Rep.) is convinced "that the country is in no mood to be pushed into a decision by heroic tactics." Mr. Harding's "simple candid utterances" are more useful than would be any "brilliant campaign designed to force any particular plan down the throat of the American people or the United States Senate." We are reminded that Mr. Harding "did not submit the original Hughes reservations as the last word upon the subject. He now suggests other possibilities." In *The Tribune's* opinion:

"To the vast majority of Senators the President's words will make an incontrovertible appeal. His attitude is utterly free from egoism or unfair partizanship. He approaches the Senate with a full and generous recognition of its important power over treaties. He welcomes reservations which will perfect American participation in the Court. He suggests a possible course by which the Court might be rendered even more independent of the League than it is—by making it self-perpetuating."

That the President's policy is likely to win over both the Senate and public opinion is readily admitted by a host of newspapers, including Republican journals like the Albany *Knickerbocker Press*, Buffalo *News*, Buffalo *Express*, Philadelphia *Inquirer*, Rochester *Democrat and Chronicle*, Chicago *Evening Post*, Omaha *Bee*, St. Paul *Dispatch*, and Milwaukee *Sentinel*. His method wins applause from the Democratic Macon *Telegraph* and Nashville *Banner;* it also seems wise to representative independent dailies like the Washington *Star*, Providence *Bulletin*, Rochester *Herald*, Detroit *News*, Detroit *Free Press*, Duluth *Herald*, and San Francisco *Bulletin*.

For participation by the United States in the Permanent Court of International Justice, two conditions may be considered indispensable, said President Harding in his St. Louis speech of June 21—

"First, that the tribunal be so constituted as to appear and to be, in theory and in practise, in form and in substance, beyond the shadow of doubt, a world court and not a League court.

"Second, that the United States shall occupy a plane of perfect equality with every other Power."

Now "there admit only is a League connection with the World Court," and altho President Harding believes "we could adhere to the Court protocol with becoming reservation and be free from every possible obligation to the League," he would "frankly prefer the Court's complete independence of the League." For—

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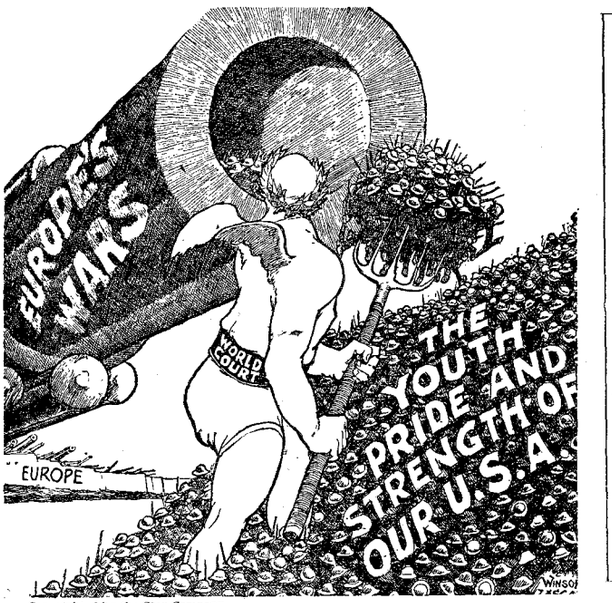

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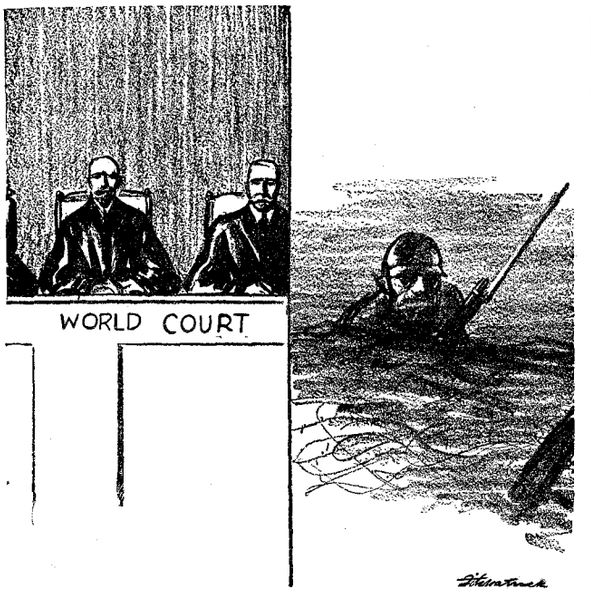
WHAT IMPERIALISM WOULD MAKE IT
—McCay in the New York *American*.



TAKE YOUR CHOICE
—Fitzpatrick in the St. Louis *Post-Dispatch*.

CONFLICTING IDEAS OF WHAT THE WORLD COURT WOULD DO TO US

"In the face of the overwhelming verdict of 1920 the issue of the League of Nations is as dead as slavery. Is it not the part of wisdom and common sense to let it rest in the deep grave to which it has been consigned and turn our thoughts to living things?"

While giving hearty praise to the Court as at present constituted, the President asks, "Why not proceed in the belief that it may be made self-perpetuating?"

"This could be done in one of two ways: (1) by empowering the Court itself to fill any vacancy arising from the death of a member, or retirement for whatever cause, without interposition from any other body; or (2) by continuing the existing authority of the Permanent Court of Arbitration to nominate and by transferring the power to elect from the Council and Assembly of the League to the remaining members of the Court of Justice."

"Since any adherence must be attended by reservations," President Harding is "willing to give consideration to our differences at home and thereby remove every threatening obstacle worth considering so we may go whole-heartedly to the world with an authorized tender of support."

Despite the eloquent appeal for peaceful settlement of international disputes, which wins high praise even from some of the President's political foes, it seems to many editors that in his willingness to compromise the President is not making a choice of weapons, but is retreating from the battle-field. The St. Louis *Star* (Ind.), in the city where the speech was delivered, contrasts the President's methods with those of Roosevelt and Wilson. It sees him strengthening the hands of his opponents and weakening the morale of his supporters. That the President has simply surrendered to the enemies of the World Court, is the assertion made in one form or another by such representative journals as the Providence *News* (Ind.), New York *World* (Dem.), Brooklyn *Eagle* (Dem.), Jersey City *Journal* (Rep.), Philadelphia *North-American* (Rep.), Norfolk *Ledger-Dispatch* (Dem.), Louisville *Courier-Journal* (Dem.), Birmingham *Age-Herald* (Dem.), Columbia *State* (Dem.), Knoxville *Sentinel* (Dem.), Dayton *News* (Dem.), Milwaukee *Journal* (Ind.), and Dallas *News* (Dem.).

In the first place, the Philadelphia *Public Ledger* (Ind.) does not believe that the President has really "lessened the 'Bitter Enders' bitterness. They are bound to hail this as a sign of weakness and wavering, as evidence that internal war and threats in his own party are whittling away the President's determination." And then, President Harding's plan for completely separating the Court from the League will, according to the Louisville *Post* (Ind.), "alienate all those who believe in the great value of the League of Nations." The Asheville *Times* (Dem.) points out that "Mr. Harding will be hard prest to obtain a two-thirds majority in the Senate for his new plan," for "he has parted company with the Democrats by making a party issue out of the World Court question. He has said to them, in effect, that he does not care for their support." And then—

"Even if the President is able to jam his new plan through the Senate—and such a successful issue for his project is hardly probable—there is no assurance that the nations which are now members of the International Court will accept the amendments which he makes conditions precedent to American adhesion. On the other hand, there is strong reason for assuming that the foreign powers will resent the suggestion that they should change the method of electing judges just to suit the wishes of some finicky Irreconcilables."

The New York *Evening Post* asks us to "imagine the Senate discussing the project of a self-perpetuating court, a court electing its own judges, a super-sovereignty court in a sense that the enemies of the League of Nations never have called the League super-sovereignty." The idea of a self-perpetuating court is attacked as un-American, unworkable, and unseemly by newspapers of such varying antecedents as *The Wall Street Journal*, Springfield *Republican* (Ind.), Philadelphia *Record* (Dem.), Atlanta *Journal* (Dem.), St. Louis *Globe-Democrat* (Ind.), and Milwaukee *Leader* (Socialist).

Finally, there is not a little proof that some irreconcilable opposition survives in spite of the President's conciliatory attitude. The Chicago *Tribune* (Rep.) simply does not believe the Republican party "will follow Mr. Harding into the World Court." Mr. Munsey's New York *Herald* (Rep.), quite unconvinced by the Harding arguments, declares it to be obvious "that in the American mind the present court, no matter what tinkering might be done with the League constitution, would still be the League Court; still be inevitably associated with a League which the United States, by a majority of seven million votes, refused to enter."

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THE NEW HARD-COAL WAGE DEMANDS

SEVENTEEN DOLLARS A TON for anthracite next winter! This, in the belief of the Philadelphia *Evening Public Ledger*, in the hard-coal State, is what the public will be called upon to pay "if, in a moment of generosity, the operators were to grant without argument all the formal demands which were adopted by the anthracite miners' convention at Scranton on June 29," and which have been under consideration between the operators and miners at Atlantic City during the past few days. The chief demands were for a 20 per cent. increase in the contract wage scale; an increase of $2 a day for all men paid by the day, with time and a half for overtime and double time for Sunday work; and a two-year contract on this basis. "Which puts the anthracite miners in the same class with the bricklayer barons," notes the New York *Journal of Commerce*. Moreover, declares this business daily, "both are equally arrogant because they are under the impression that the public is helpless." But "no one supposes for a moment that the operators will, or can afford to grant such demands offhand," asserts the *Coal Age*, a New York trade organ.

OUR OWN VOLCANO IS AGAIN THREATENING
—Harding in the Brooklyn *Eagle*.

The contract year in the anthracite industry formerly began April 1, but as a result of the settlement of last summer the year now begins September 1—or, as the Washington *Star* observes, "when the public need for anthracite is greatest." For this reason, thinks the Cleveland *Plain-Dealer*, "it is unfortunate that the President's Coal Commission did not make its report on the industry before the miners made their demands. It is scarcely possible that any recommendations now made by the Commission will affect the miners' demands. That is the position into which the public has been jockeyed." True, the Commission virtually served notice on the miners before the convention that the Government expected the miners to take "no action that would precipitate a strike," but, as one editor reminds us, "the Commission has no authority."

In his Cheyenne speech, President Harding advised everybody who could buy coal now to do so. Until last year, writes George Nox McCain in the Philadelphia *Public Ledger*, "it had been an annual custom of the anthracite trade to make a reduction of fifty cents a ton on all coal purchased in April, with an increase in price of ten cents per ton each month until the first of September. That practise was abandoned last year on account of the strike, and it was not put into effect last spring." In this way, maintains John L. Lewis, President of the United Mine Workers, the coal-consuming public has been gouged to the extent of from $8,000,000 to $10,000,000—"enough to compensate the operators for all losses incurred during the strike." Moreover, notes the Washington *Post*, "Attorney-General Daugherty, who is in a position to know what he is talking about, declares that many of the apparent controversies between coal-miners and operators were actually concocted to frighten the public into purchasing fuel at high prices." And while the Daugherty statement concerned the bituminous industry, *The Post* presumes that "the anthracite fields are as fertile in such chicanery as the soft-coal districts."

What the Government will do "to stop the coal operators and their allied agencies from boosting the price of the five-months' supply of anthracite now on hand, which has been mined under normal conditions," is the question that interests the Providence *News*. "What the coal-consuming public would like to know is whether they will have to pay higher prices for coal if wages are advanced," remarks the New York *Times*. As we read in the Brooklyn *Citizen:*

"The American people believe the coal-miners are entitled to a little more than a living wage in view of the dangerous nature of their occupation. The operators contend that they are unable to comply with this demand without increasing the cost of coal to the consumer. The answer to this is that the labor cost is not the only reason for the present high price of coal. The freight charge by the railroads of a ton of coal from the mines to New York or Buffalo, as was recently pointed out by Sir Arthur Llewelyn, is $4 per ton, while Welsh anthracite is shipped to this country from Cardiff, Wales, to New York, for seven shillings sixpence a ton ($1.70). Because of the lower freight charges Sir Arthur was able to obtain contracts for 5,000,000 tons of Welsh anthracite."

The Richmond *Times-Dispatch* recalls that in 1920 the miners received a 17 per cent. wage increase when they asked for 65 per cent., and in the same year, after striking for 20 per cent., they got nothing, but resumed work under the old increase. Their recent demands, in the opinion of the Philadelphia *Evening Public Ledger*, are merely counter-propaganda against threats of the mine-owners of a general wage reduction at the end of the present agreement. But, according to the Newark *News:*

"This year's demands are more moderate in relation to conditions other than wages, particularly in ignoring the six-hour-day provision of previous years' attempted exactions, and likewise the demand for the check-off provision, which is a feature of soft-coal working contracts, whereby the employer deducts the worker's union dues and assessments from the pay-checks and turns the deductions over to the union. . . .

"What will be the outcome can not be foretold. The Coal Commission has warned the Mine Workers that no strike can be tolerated, but it has no power to prevent one. The operators know that the public will revolt against costlier coal."

With this statement the Philadelphia *Public Ledger* heartily agrees. As this paper declares:

"The public wants cheaper coal, and particularly an uninterrupted supply of coal. It is tired of riots, strikes, suspensions, dirty coal and pyramiding prices. It is weary of shortages, investigations and conferences. It is worn out by uncertain deliveries, and exasperated by annual and perennial threats that it is to be frozen into its grave by the stubbornness of one side or both sides in an unending quarrel.

"In past mine conflicts public sentiment has lacked the facts upon which to form itself. In the tides of propaganda from miner and operator it has been uncertain and confused. This year the facts gathered by the Coal Commission, a non-partizan body, will be available. Given the facts, public opinion will have more driving punch and hitting power. It can shape quicker, move faster, and hit harder."

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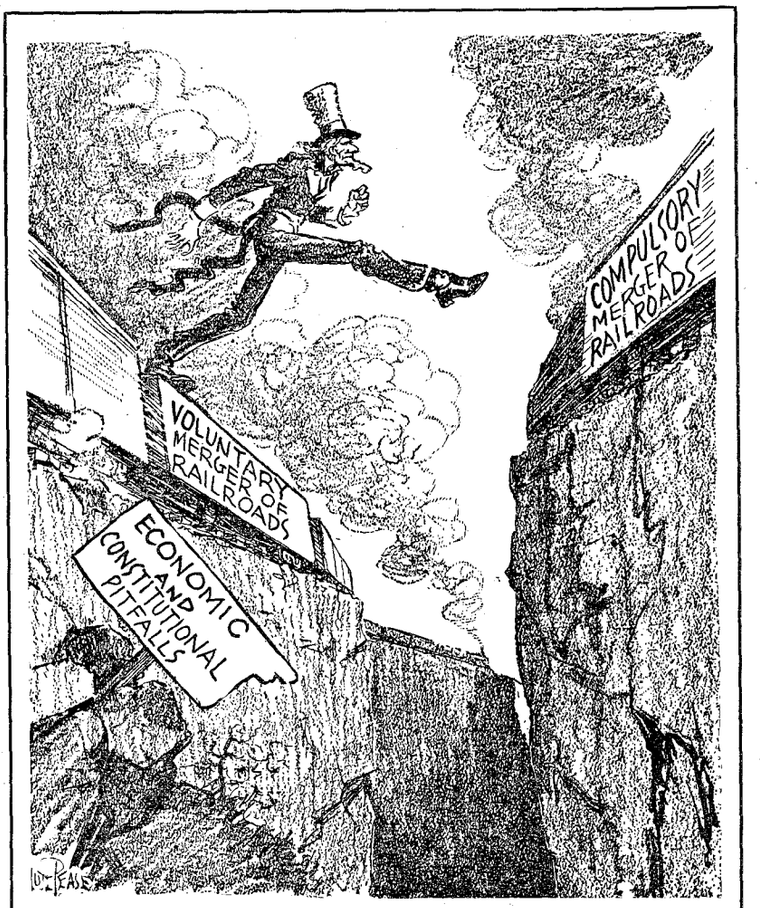
THE RAILROAD URGE TO MERGE

"AND IF YOU WON'T GET MARRIED, I'll make you," is not what the President said at Kansas City, but that is very much what it sounded like to some of our editors. "Railroads that can merge, but won't merge, should be made to merge," is the way the Newark *News* puts it. The strong self-supporting railroads have been invited and urged and encouraged to consolidate with the weaker roads that can't support themselves, in order to set up a group of railroad families all about equally prosperous and self-supporting. But the law permitting these mergers has been in force two years and the adoption of any comprehensive consolidation scheme is still far off. In the meantime we find the New York Central raising its dividend rate to 7 per cent., while the Chicago, Peoria and St. Louis, bankrupt for nearly a decade, secures permission to tear up its rails and go out of business. To use the matrimonial figure again, it is very much as if all the prosperous young bachelors of a community refused to wed and the girls all died of starvation. Of course, editors suggest, compulsory wedlock may not be the only way out. A paternal government may decide to assume the responsibility for supporting the whole community, or the girls may learn to earn their own living. There are farmers who object to railroad consolidation because it suggests to them, in the words of one newspaper correspondent, "the formation of great trusts, and they are everlastingly down on trusts." What they want is lower freight rates, and they believe the roads can make a good living even with lower rates. And important railroad terminals like St. Louis and Kansas City strenuously object to becoming "whistling stations" on new through routes. Others argue that the practical difficulties in the way of wholesale consolidation are insuperable.



IS THIS WHAT MR. HARDING MEANS BY "NEXT STEP"?

—Pease in the Newark *News*.

But widely as opinions differ over the necessity and advisability of compulsory consolidation, the President's address is generally welcomed by the press as a sensible, conciliatory effort toward the solution of a most difficult problem. Mr. Harding's championship of consolidation "removed it over night," in the Syracuse *Herald's* phrase, "from the domain of purely academic discussion." On the financial page of the New York *Times* we read that nothing has developed in the railroad world in the past year, which put so much heart into the industry as a whole as did President Harding's Kansas City speech. Some leaders in the transportation field were actually heard to speak of it "as if it marked the dawn of a new era for the roads, one in which they have on their side as opponents of radical legislation not only the influence of the President but of his entire Administration."

The head of our political system does not believe in government ownership of railroads because he does not believe that his political system has "reached the state of development when we could insure proper administration." He can not agree with those who would lower rates "without regard to railroad good fortune." But he does see reason, justice and promise in the program of "consolidating all the railroads into a small number of systems, the whole to be under rigorous government supervision, and the larger systems to be so constituted that the weaker and unprofitable lines would be able to lean upon the financing strength of the stronger and profitable ones until the growth of the country makes them all earn a just return upon capital invested." The Railroad Act of 1920 made consolidation "permissive rather than mandatory," but the doubt arises, as President Harding notes, whether the roads can of their own volition "reconcile all the conflicting interests involved." "It is therefore being seriously proposed that the next step be to further amplify the provisions for consolidation so as to stimulate the consummation. It is my expectation that legislation to this end will be brought before Congress at the next session." We can not simply abandon railroads that do not pay, continued the President, "because people already dependent on the railroads would be ruined and because, further, in the not very distant future we should be compelled by the country's development to put them back, or their equivalent in capacity for service." The roads must be saved, and Mr. Harding sees "just three possible ways to do it": government operation of the weak roads, government operation of all the roads, or consolidation. The third program is preferred, because—

"It is not unjust to the strong roads, for the prosperity of these, like the prosperity of all industry, depends on keeping the country as a whole prosperous. In this manner we will best help to insure the credit of the railroads, assist them to new capital for future expansion, and insure, for the future, against wildcat and competitive railroad construction. There is another particular reason which urges the early adoption of the larger-system plan. It would be a long step toward solving the problem of keeping the railroad equipment adequate."

Among railroad executives commenting on the President's speech, President Rea, of the Pennsylvania, thinks that railroad consolidations will go forward quickly enough when the lines are permitted to make fair profits. President Willard, of the

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Baltimore and Ohio, favors consolidation through the development of the existing 25 or 30 large railroad systems. Mr. Willard does not believe the President meant compulsory merging when he spoke about "stimulating" consolidations; "there are several ways of stimulating consolidation and none means coercion."

In the opinion of *The Railway Age*, a reasonable policy of consolidation "seems to be the only feasible way to get rid of the 'lame ducks' and render it practicable to secure a system of rate regulation that will enable most or all of the railways to earn reasonable net returns." Walker D. Hines, former Director-General of Railways, in an article in *The Harvard Business Review* (July), argues for consolidation on the score of economy of operation, of ease in adopting uniform policies, of simplification of regulation. Mr. Hines believes that the consolidation of the Hill lines—the Burlington, Great Northern, and Northern Pacific—which is desired by those roads, would make an admirable first step in consolidation.

President Harding's hint that an effort might be made to force consolidations is, according to the New York *Journal of Commerce*, "decidedly unpopular with railroad executives." President Byram, of the St. Paul, and Vice-President Howell, of the Erie, are quoted in the papers as agreeing that enforced consolidation would meet almost insuperable legal difficulties. President Alfred of the Pere Marquette insists that mandatory consolidation would be an infringement on civil rights, and he fears that even voluntary consolidation will lead to government ownership: "having only fifteen to twenty large systems with which to deal, instead of several hundred smaller ones, and with the simplified financial structure resulting from the merger, many obstacles would be removed that now stand in the way, and the transportation system of the company would become an easy prey to advocates of government ownership."

As a representive of rural dissent from the President's railroad doctrine, we quote *The Herald* of Washington Court House, Ohio, which says "the excessive rates being charged by the railroads at this time" are an indication of what would happen if they were allowed to unite into giant monopolistic systems.

Even editors admitting the wisdom of consolidation are quite aware of the practical difficulties in the way. The Washington correspondent of the New York *Journal of Commerce* cites an expert transportation authority as estimating that a consolidation would take at least seven years, even if Congress were willing to expedite the mergers by the grant of the most drastic powers. We are just beginning to make a study of possible groupings, says *The Journal of Commerce* editorially, and "there are no indications whatever that it will be possible at best to settle upon groupings of existing companies that will give even reasonable assurance of successful operation for a good many months to come." And "when such groupings have once been decided upon, the task of consolidating the railroads is only half done":

"Without doubt the practical welding of the two or three hundred existing lines into a small group of compact systems will offer as many and as troublesome difficulties as the matter of deciding what the systems ought to be is already doing."

PRESENT AIR STRENGTH OF GREAT POWERS

From an article by Ladislas d'Orcy in Aviation *(New York, July 16)*

Country	*First Line Airplanes*	*Airplane Squadrons*	*Personnel*
France	1,562	174	37,730
United States	630	48	14,466
Great Britain	408	34	29,306
Italy	370	37	8,000*
Japan	330	33	5,000*

*Estimated.

AUTHORIZED AND CONTEMPLATED AIR STRENGTH OF GREAT POWERS

Country	*First Line Airplanes*		*Airplane Squadrons*	
	1924	*1925*	*1924*	*1925*
France	1,800	2,000	200	220
United States	?	?	?	?
Great Britain	600	1,000	50	84
Japan	?	?	?	?
Italy	720	?	60*	?

*Estimated. The number of airplanes per squadron is given by this authority as follows: United States Army, 12; Navy, 18; Marine Corps, 12; Italy, 10; British Royal Air Force, 12; Japan, 10, and France, 9.

FRENCH SKY HORNETS WORRY BRITAIN

FOUR YEARS, SEVEN MONTHS, and sixteen days after the greatest and most disastrous war in history, according to the precise calculation of the Boston *Globe*, "England and France, two nations who were sworn to brotherhood by mutual baptism of blood and suffering, are arming, one against the other." France has built up the most formidable air force in the world, and Great Britain now announces that she is to build a large defensive air fleet. "Russia is not far behind," declares the Providence *Bulletin*. So the "vicious circle" of armament and counter-armament—in the air—continues. In fact, observes the Brooklyn *Eagle*, "Europe, with half a million more men under arms than there were in 1913, despite the compulsory reduction of 696,135 in the standing armies of Germany, Hungary and Bulgaria, seems to be back where it started in 1914." This, in the opinion of the Providence *News*, is nothing less than a reflection on the League of Nations. "England, with due reverence for the League as a force for world peace, places her first trust in a fighting air force equal to that of France," pointedly observes this paper.

The Washington Conference of 1921, we are reminded by the Louisville *Courier-Journal*, "did nothing regarding the limitation of air forces, even tho the world was convinced that the next war would be fought in the air. And what avails reduction in battle-ship construction programs if such reduction be followed by an increase in the aircraft construction program?" Continues this paper:

"France's militaristic policy provokes Britain's program. It is not forgotten that France has not yet even ratified the Washington Treaty. Time that might have been passed in ratifying the pledge given by France's commissioners at Washington has been passed in strengthening France's military establishment, in projecting military expeditions into Germany and the Near East.

"For months France has been working feverishly to outbuild the rest of the world in aerial war craft. Of late its plans have looked to the control of the English Channel and the Mediterranean, the machines to have a flying radius of 1,000 miles. That England has been watching its next door neighbor is evidenced by the statement of Prime Minister Baldwin in the House of Commons that there would be an increase of thirty-four air squadrons, giving England a total force of fifty-two squadrons for home defense."

In his statement on the proposed expansion of the British Air Force, Prime Minister Baldwin said:

"In addition to meeting the essential air-power requirements of the Navy, Army, Indian and overseas commitments, British air power must include a home-defense air force of sufficient strength adequately to prepare us against attack by the strongest air force within striking distance of this country."

However, he added:

"In conformity with our obligation under the Covenant of the League of Nations, the British Government would gladly cooperate with other Governments in limiting the strength of air armaments on lines similar to the Treaty of Washington in the case of the Navy, and any such arrangement, it is needless to

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say, will govern the policy of air extension set out in this statement."

"This announcement marks the conclusion of the movement begun some months ago to have the British air force equal that of the French," says the London correspondent of the New York *Tribune*. According to figures obtained from reliable sources by Ladislas d'Orcy, editor of *Aviation* (New York), France has 1,562 first-line airplanes, against Great Britain's 408. The present British air personnel is said to be 29,306, and the French personnel 37,730. France denies that behind its huge air force there has ever been an offensive design against Great Britain. The chief purpose of the great size of France's aerial armada is said to be defense against Germany, or a combination of Germany and Russia. And this, according to Mr. d'Orcy, is no idle dream. In reply to those who aver that "Germany has been disarmed," he maintains that Germany is manufacturing "commercial" airplanes at the rate of 100 a month, with the ultimate view of putting them to military use.

LOCATION OF AIR SQUADRONS OF GREAT POWERS

From an article by Ladislas d Orcy in Aviation *(New York, July 16)*

Country	*Home*	*Overseas*	*With Fleets*	*Total*
France	131	39	4	174
United States	25	14	9	48
Great Britain	7	23	4	34
Italy	34	3	0	37
Japan	27	3	3	33

Note.—"Home" for France includes continental France and Corsica; "Overseas" includes all other possessions.

"Home" for United States includes the States and Territories within the continental limits of North America; "Overseas" includes all other possessions.

"Home" for Great Britain includes England and Scotland, no British air forces being stationed in Ireland; "Overseas" includes all other possessions exclusive of the self-governing Dominions.

"Home" for Italy includes continental Italy, Sicily and Sardinia with adjacent islands; "Overseas" includes Tripoli, Cyrenaica, Erythræa and Italian Somaliland.

"Home" for Japan includes the Japanese Islands proper, with adjacent islands; "Overseas" includes Formosa and Korea.

France's position, briefly, is that in view of the failure of Great Britain and the United States to guarantee her against aggression, she is justified in maintaining the greatest air force in the world. France does not want to engage in a competition in airplane building with England, say Paris correspondents of New York papers, and would like to come to an agreement whereby the air forces of both Powers would be reduced. But France, we are told, will not agree to aerial limitation giving her the ratio which she received navally at the Washington Conference. At present she is supreme in the air, and the French argue that if air armaments are limited as naval armaments were, the race will halt right where it is, and reduction will be effected in proportion to existing strength. "If the Washington rule was good for battle-ships, let it apply now for airplanes," is the way the Paris correspondent of the New York *Times* states the argument for France.

England's attitude, briefly, is that her island position, invulnerable while the British Navy dominated the seas, is now open to air attack. British naval experts condemn the battle-ship as useless against aircraft, and declare that the vital factor in the next war will be the airplane. "The next war," says one of England's spokesmen, "could be begun and quickly ended by air force alone." Bombed night after night by Zeppelins during the war, Englishmen are now said to feel that the security of the country from air attacks is paramount to all other military considerations.

But American editors have not taken either French or British views at their face value; they have not, as it were, "swallowed them whole." "Possibly Prime Minister Baldwin's move is only a preliminary to negotiation with France and other Powers for a limitation of air armament," suggests the New York *Tribune*, while *The World* hints that France intends to use her aerial forces to obtain diplomatic prestige. In the opinion of the Newark *News*:—

"It must be remembered that Mr. Baldwin's shot out of the blue came in the midst of the present deadlock over the Ruhr and reparations question. There is a strong possibility that it is merely a jolt intended to counteract French extremists. The major question at issue still remains that of the Ruhr and reparations. The injection of the air program issue into the debate, for the time being, at least, is probably intended to react on the major issue rather than on actual air armaments."

As the Charleston *News and Courier* observes:

"It is reasonable to assume that the French policy in the Ruhr is as much responsible for the British Government's decision as is the great fleet of French airplanes itself. British suspicion that the French really intend to stay in the Ruhr seems to be ripening into conviction, and with France permanently controlling that great iron-producing district, the richest in Europe, she becomes a mighty military nation indeed. In the circumstances there is nothing for Britain to do except make herself strong enough to deal with any danger that may come from across the Channel. Her old isolation is gone."

"This is the kind of preparedness that has teeth in it," admits the Milwaukee *Sentinel*. And it goes on to ask:

"Will the course of events between England and France parallel the history of the relations between England and Germany? The war between England and Germany began long before 1914. It practically began in 1895, when the German Emperor hurled his big Navy challenge across the North Sea. After that, there was no peace, no matter how much the diplomats and the Hague conferences might talk about peace."

The Philadelphia *Record*, however, does not expect hostilities between France and England in the near or the remote future. But, it reminds us—

"There is no question about the bitter feeling in France because England objects to the Ruhr adventure. And France has objected to the British opposition to Franco-Turkish policies, but in this matter England has yielded a great deal, and France has resisted Turkish demands.

"France is indignant that England would not join in the invasion of Germany. In spite of repeated statements that passive resistance in the Ruhr is weakening, it is maintained sufficiently to drive France to more aggressive actions, and these increase the danger to the peace of Europe.

"France protests that it is not belligerent, and that it wants nothing from Germany except its share of 132 billion gold marks. But Germany is disarmed. Is it necessary for France to maintain the largest army outside of Russia and an incredible number of military airplanes in order to protect itself against Germany?"

It is estimated that a thousand warplanes can be built for the price of a single post-Jutland battle-ship, and this fact in itself indicates to the New York *Herald* a new danger. Says this paper:

"In one respect the present contest for air supremacy is more serious than the former contest for naval supremacy. The high cost of battle-ships reduced the number of naval contestants; none but great Powers could afford powerful fleets. But airplanes are cheap and the small industrial Powers of Europe are quite equal to building and maintaining large numbers of them. Indeed, even a limited number of airplanes of advanced design would give a small State enormously more military power than it formerly possest, at less cost, and might well make it a troublesome and dangerous neighbor."

The only way out of the present hate-breeding armament race, as the Philadelphia *Public Ledger* sees it, is another Washington Conference, "to deal with the snakes of the sea and the hornets of the sky." Surely, thinks *The Ledger*—

"There ought to be wisdom enough in the world to bring about an aerial holiday. If not, then the half, or wholly, bankrupt Old World Powers are off in another and new armament race, and no man living may say what the ending of that race will be."

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TO MEND WAR, NOT END IT

NO MORE IMPORTANT FORWARD STEP for reducing the barbarities of war has been taken, in the opinion of the Buffalo *Express*, than the formulation by representatives of the five great Powers of rules of warfare governing the future use of wireless and aircraft. In fact, it is the first time that such a code has been drafted. The rules governing these new and vital agencies of warfare are an outgrowth of the Washington Arms Conference of 1921, and the rules now agreed upon by the Commission of Jurists sitting at The Hague, and representing the United States, Great Britain, France, Italy and Japan, have been framed in a treaty which will be submitted next winter to the Senate for ratification. One of the most important of the new rules will ban airplane attacks "such as the Germans made upon Paris and London for the purpose of terrorization," observes the Washington correspondent of the New York *World*. In fact, declares the Pittsburgh *Chronicle-Telegraph*, "the new code governing wireless and aircraft in war will fittingly take its place beside the Washington Conference agreements prohibiting the use of submarines against merchant ships and the use of poison gas in warfare."

A BOOK OF ETIQUETTE FOR HIM

—Spencer in the Omaha *World-Herald*.

The question that naturally arises in the minds of several editors, as they look back upon the World War, is this: Would a convention of this sort be kept in a future war, or would "military necessity" make it a "scrap of paper"? "It is one thing to make a rule, and another to enforce it," notes one editor. "But," replies the Pittsburgh paper, "something is gained by thus putting the nations on record." Furthermore, we are told by the Washington correspondent of the New York *Tribune*, "should there be any prospect of delay in obtaining the consent of all nations to the doctrines laid down, it is probable that the five great Powers will declare these restrictions to be in full force and effect as among themselves." As the Buffalo *Express* points out:

"It will be objected that, when war begins, all such rules will be disregarded. That depends on the civilization of the belligerents. All rules and considerations of humanity were not abandoned in the late war by the Germans, and rules were much more carefully observed by the Allies. But whether any nation could be trusted to observe these new laws or not, all nations should be committed to them. The standard of correct conduct should be established, whether there is confidence that it will be maintained or not."

The proposals of the Commission comprize twelve articles dealing with wireless and sixty rules governing aircraft of all kinds. No new principles are declared, the object apparently being to apply recognized principles of existing international law to these new agencies of warfare. An outstanding rule in the new code affecting radio provides that no shipmaster can disregard a call of distress without being guilty of perfidy under the law of nations, and some of the most important rules of aerial warfare are the following:

"In time of war any State, whether belligerent or neutral, may forbid or regulate the entrance or movement of aircraft within its jurisdiction.

"No aircraft other than a belligerent military aircraft shall engage in hostilities in any form. No private aircraft shall be armed when outside of its own country in time of war.

"A belligerent non-military aircraft, whether public or private, may be converted into a military aircraft provided that the conversion is effected within the jurisdiction of the belligerent State to which the aircraft belongs, and not on the high seas.

"When an aircraft has been disabled the occupants when endeavoring to escape by means of a parachute must not be attacked in the course of their descent.

"The use of aircraft to disseminate propaganda is not forbidden.

"Members of the crews of such aircraft must not be deprived of their rights as prisoners of war on the charge that they have committed such an act.

"Aerial bombardment for the purpose of terrorizing the civilian population or destroying or damaging private property not of a military character or of injuring non-combatants is prohibited.

"Aerial bombardment is legitimate only when directed at a military objective, that is to say, an object of which the destruction or injury would constitute a distinct military advantage to the belligerent."

"This code lays down for aerial bombardment much the same rules as the Hague Convention of 1907 laid down for military and naval bombardments," observes the New York *Tribune*. "And if the important provisions receive the sanction of the leading Powers, there certainly will be no excuse for a repetition of many of the atrocities that occurred during the World War," believes the Manchester *Union*, for, reasons the Buffalo *News*, "it will be to the interest of the smaller nations to follow the lead of the great Powers." The Pittsburgh *Gazette Times* even goes so far as to hope that eventually the people will be ready sincerely to approach the question of abolishing war altogether. But, says the Milwaukee *Journal:*

"The chief value of the new rules for the air which nations are drawing up will not be in any assurance they offer that defenseless cities will be spared. It will be in drawing the attention of the people of the world to the horrors of war."

The New York *Herald*, however, maintains that the new code "does not go far enough in its humane design." "It ought to forbid all bombing from the sky," thinks this paper. And the New York *Evening Mail* believes that—

"The only way to deal with war for the benefit of humanity is to end it. That could be accomplished by international agreement, but the agreement would have to go further than a mere covenant by one nation not to attack another or others. The whole record of history shows that wars are brought about by a comparatively few people who profit by them and leave the actual fighting to others. The first step then toward the outlawing of war is to outlaw all private profit from war, to end, by international agreement, all manufacture of military material except by governments, and to limit even that.

"When President Harding reiterated the other day his dictum that in another war the nation must draft, not men only, but cash, he was on the right tack. Hundreds of millionaires were made in this and other countries by the last war. If there be another, hundreds more will be made while men are dying on the battlefield and women and children are dying of starvation, unless war profiteering be ended."

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WOMEN TO HELP RUN THE G. O. P.

THE HAND THAT ROCKS THE CRADLE may rock the boat in next year's political whirlpool if not given a hand-hold on the tiller—at least, that is why some think that Chairman Adams, of the Republican National Committee, has told the National Committeemen to invite a woman from each State to assist the Committee in an advisory capacity. The women of this country, Republican leaders are said to feel, will decide the Presidential election next year. "Much has been said about women holding the balance of power," writes the Washington correspondent of the Boston *Christian Science Monitor*, "but this time it is going to be more than a figure of speech, and this will be true primarily because of the wet and dry issue." And the Detroit *Free Press*, while it believes "the influence of women in politics is still open to debate," feels, nevertheless, that "we should not neglect any circumstance which throws light on the question."

Women have had representation on the Democratic National Committee for several years. There is one woman member from each State. This is not the case with the Republican National Committee, but women are represented on its Executive Committee. Says Adams of Eve's daughters in the G. O. P. Eden:

"The next National Convention of the Republican party will adopt the suggestion of the Republican women of the country with respect to what they want in the matter of representation on the National Committee. In the meantime, just as soon as it can be brought about, arrangements will be made to have women named as advisory members of the National Committee, one advisory member from each State. That is as far as we have authority to go, pending action by the National Convention."

The decision reached in Washington after a conference with President Harding marks the triumph of a movement begun three years ago, we are told. According to the New York *Times*, "President Harding is understood to feel strongly the importance of giving Republican women full representation and equality." In his recent speech at Helena, it will be recalled, the President declared that the work which women voluntarily came forward and performed during the World War "inevitably worked a profound change in the relation of woman to the social and political organization." This recognition by Mr. Harding, and the action of Chairman Adams, believes Louis Siebold, Washington correspondent of Mr. Munsey's New York *Herald*, "has headed off a row that might have driven many of the women voters into the Democratic party." "The policy of the Democratic party," this correspondent goes on, "has been to coddle the women voters; that of the Republican organization to accord them just enough representation to keep peace in the ranks."

"This recognition of women is not only an act of justice, but is good politics," declares the Washington *Star*. "There has been no more significant indication of the place women propose to take in political affairs," agrees the Louisville *Herald*, and these two opinions are shared by the New York *Tribune*, San Francisco *Bulletin*, Providence *News*, Grand Rapids *Press*, and Rochester *Post Express*. As the New York *Evening Mail* puts the matter:

"The decision of the Republican National Committee to give women equal representation with men in its membership is commendable. It is a reward and a responsibility to which women were justly entitled, and which they inevitably would have won for themselves sooner or later.

"If, as has been proclaimed in certain quarters, it was a move intended merely to stop a drift of women voters to the opposition, it will not accomplish that purpose. Only a sincere and sympathetic study of the things the women of the country really want, and an honest effort to help them realize their hopes will accomplish it.

"If the new alinement means nothing more than the reinforcement of professional politicians of one sex by an equal number of professional politicians of the other, it is an idle gesture. That party will get the woman vote which brings to her an intelligent program of international accord, domestic security and individual opportunity. All remaining discriminations against her and her sex must be swept away. Her hours of work must be safeguarded, her opportunities of political and social advancement improved. Her children must be rescued from industrial exploitation, through reasonable child labor laws, and the moral environments of her home must be made safe. Thus, and thus alone, will she be won to any political allegiance."

These new committeewomen, serving in an advisory capacity, "should prove a stimulus to the men who now make up the National Committee," in the opinion of the Washington *Star*, while the Philadelphia *Public Ledger* is certain that—

"Women will bring to bear upon national, State and local politics a new view-point, an emancipated vision and one uninfluenced—or very little influenced—by precedents and traditions. Their admission to full equality in the political councils is certain to come. But perhaps it is wise that there should be an intermediate stage of preparation such as this experimental associate membership."

AN INTERESTED OLD PARTY

—Doree in the New Orleans *Times-Picayune*.

A sardonic strain is noticeable in at least two editorials regarding the Harding-Adams decision. "It may be noted that Chairman Adams yielded only under pressure," observes the Boston *Post*; and in the opinion of the Indianapolis *News*, "the fact that only now, with a national election just around the corner, the National Committee has awakened to the place of women in practical American politics illuminates the sluggish current of Republican party affairs." Mrs. Harriet Taylor Upton, vice-chairman of the Republican Executive Committee, however, has this to say in defense of the G. O. P.:

"While it is true that there are no women on the Republican National Committee at present, they have as much influence and are as freely consulted as in the Democratic party.

"It was the Republican men who gave us the ballot, which was shown by the fact that thirty out of thirty-seven States which voted for the Suffrage Amendment were controlled by the Republican party. The only reason that women are on the Democratic National Committee is that they met after we did and had a chance to act, whereas the Republican National Committee decided on its program before the present situation existed.

"Of course, the Republican women want equal representation on the National Committee. And they will get it in 1924."

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TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

GERMANY seems worried about everything except what she owes.—*Brooklyn Eagle.*

The Commoner prospered on 16 to 1, but suspended publication on evolution.—*Cleveland Times.*

THE trouble with the Volstead Law isn't defective teeth but itching palms.—*Austin American.*

THE man who has discovered a ray that will annihilate gravity must be a comedian.—*Spokane Press.*

A EUROPEAN newspaper correspondent says it is a mystery where France is getting the money to build her big submarine fleet. Probably from her sinking fund.—*Nashville Southern Lumberman.*

EVERY now and then somebody sees the dawn of a new era, but it seems to cloud up before noon.—*Columbia Record.*

IT is hard to see why the Republicans are so enthusiastic over saving a budget surplus for us Democrats to spend.—*Dallas News.*

ANY man with an American $20 bill is now a millionaire in German marks. Give him another million and he will be a subject for charity.—*Boston Transcript.*

"ONE million dope addicts in United States"—and more if you include baseball.—*Wall Street Journal.* And still more if you include capitalist politics.—*New York Call.*

THE Germans are accusing the French of counterfeiting the mark. War and reconstruction have failed to dull their sense of humor.—*Jacksonville Florida Times-Union.*

IN PLAIN VIEW, BUT—

—Sykes in the Philadelphia *Evening Public Ledger.*

THE world waits for Burbank to perfect a lawn grass that will grow evenly and cheerfully to a certain length and then stop.—*South Bend Tribune.*

IN angling for support, President Harding has always favored the line of least resistance.—*Rochester Herald.*

AND the Eighteenth Amendment was designed to take Prohibition out of politics!—*Wall Street Journal.*

A THIRD party gets its name from the way it generally finishes when an election is held.—*Southern Lumberman.*

A MAN may live long in Bulgaria if he drinks buttermilk and stays out of politics.—*San Antonio Express.*

A TWELVE-MILE limit would only give the rum fleet more sea room to dodge the revenue ships.—*New York Tribune.*

JUDGE GARY hopes for the ultimate abolition of the twelve-hour day. But faith without works is dead.—*Philadelphia Bulletin.*

BARBERS predict dollar haircuts, but when they reach that level many of us will refuse to be trimmed.—*New Orleans Times-Picayune.*

IN the big cities automobilists are making traffic conditions easier by gradually reducing the number of pedestrians.—*New York Tribune.*

THAT fellow who has invented a collapsible platform for trucks is a little late. Political parties have been using something like that.—*Buffalo News.*

CHINA without a government can hardly be said to have deteriorated much.—*Denver Times.*

WHAT Europe needs is more hardness of sense and less hardness of heart.—*Washington Post.*

IT is a good thing the hens do not know how much masons get for laying bricks.—*New York Tribune.*

THE German mark is proving to the world that there is no such thing as absolute zero.—*Asheville Times.*

"WE have no protest against literature, provided we are not asked to photograph it," says a movie producer. In behalf of literature, humble thanks are herewith returned.—*Cincinnati Times-Star.*

THEY say a mosquito can fly ten miles. But it isn't the distance he flies that bothers us. It's what he does when he stops.—*El Paso Herald.*

ONE danger in throwing your hat into the ring is that it gives people an opportunity to see what you had under it.—*Little Rock Arkansas Gazette.*

DR. FOSDICK says the majority is wrong most of the time. That's what the Democrats have been contending for years.—*Southern Lumberman.*

THE grave of Pocahontas has been opened and found unoccupied. It seems to be just impossible for some women to stay at home.—*Seattle Argus.*

WASHINGTON authorities are said to be anxious to lower the income-tax rate. They can do this by making the bootleggers pay their share.—*Washington Herald.*

AND only a short time back some of the scientists solemnly assured the world that the sun is losing its heat.—*Oshkosh Northwestern.*

THE steps which the Germans are taking toward reparations settlements are all goose-steps.—*Dallas News.*

THE favorite hymn of the good politician is "Watch Me, and I Shall Be Whiter than Snow."—*Brooklyn Eagle.*

THE prohi program seems to be—if at first you don't succeed, dry and dry again.—*New Orleans Times-Picayune.*

JUDGE GARY might test public sentiment by running for President on a twelve-hour platform.—*Milwaukee Journal.*

IT will be observed that the Treasury surplus did not appear until after Congress had adjourned.—*Pittsburgh Gazette Times.*

THE somewhat wide-spread unrest over Prohibition will, perhaps, make the G. O. P. elephant get a hump on.—*Nashville Banner.*

A TWO-YEAR-OLD New Yorker fell five stories unhurt, thereby showing that if you choose your direction you can avoid traffic safely.—*Dallas News.*

CALL on Doctor Before You Get Sick, Is Plan—Headline. But there's too much of that sort of thing going on now.—*Louisville Courier-Journal.*

WE do not blame Wilhelm for rewriting the Bible. It contains some passages that must worry him considerably.—*New Orleans Times-Picayune.*

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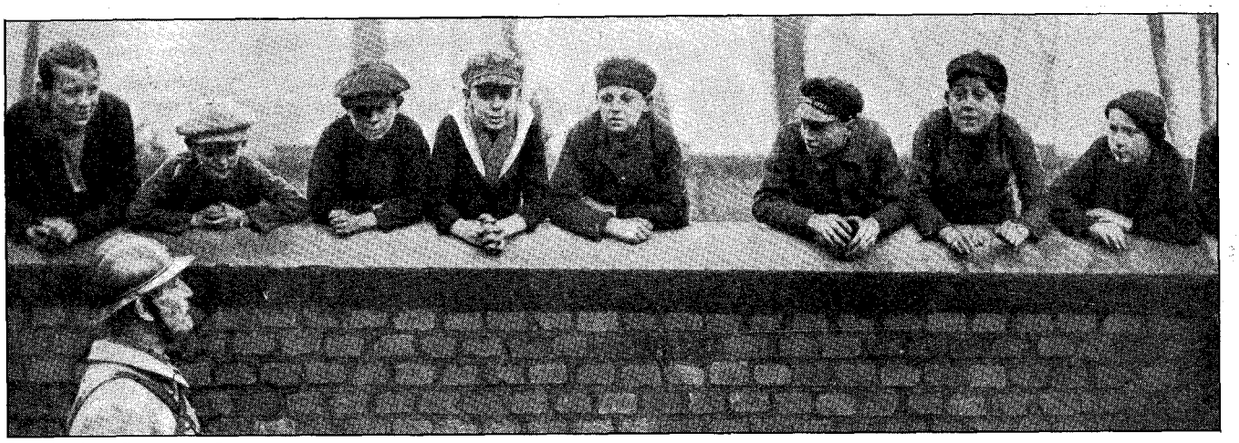
FOREIGN - COMMENT



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LITTLE "HEINIES" PEEPING CURIOUSLY AT THE INVADER IN ESSEN, GERMANY

THE VATICAN'S PROPOSAL FOR PEACE IN THE RUHR

NAMING NO NAMES, but manifestly signifying France, Germany and the Ruhr, as the European correspondents plainly declare, Pope Pius XI has written a letter to his Secretary of State, Cardinal Gasparri, entreating those who control the destinies of nations to deal with the world's great problems, reparations included, in "a Christian spirit." The debtor (for "debtor," read "Germany") should display real "goodwill" by letting a disinterested third party look into his affairs and decide how much he can pay. The creditor (for "creditor," read "France") should observe the principles of "justice and social charity" and not require the debtor to pay more than he is able to pay without exhausting his resources and productive power. Meanwhile, the creditor should consider if some other and less painful guaranties than territorial occupation (for "territorial occupation," read "the Ruhr") would not be an improvement upon the present arrangement—or, rather, disarrangement. In short, the Pope invites Germany to welcome a fact-finding commission of outsiders whose investigations would show how much Germany ought in reason to pay. He invites France to evacuate the Ruhr and accept other guaranties instead—even "progressive" guaranties—tho he fails to specify what guaranties those should be. However, the failure is not regretted, if, indeed, it is noticed, in Germany; and if it seems to indicate pro-German leanings the Pope offsets this by his demand, in a second message, for the cessation of sabotage in the Ruhr. As the correspondents tell us, the main peace proposal is favorably considered by Chancellor Cuno in an address delivered within reach of French cannon at Barmen in the Rhenish Province. Says Cuno:

"We hope that the Pope's appeal to the world will find willing ears on the other side. I am convinced that they all, even as I read this solemn appeal, are deeply moved. Before the eyes of the Holy Father, embracing time and space and recognizing the sufferings and tortures of the conditions burdening us to-day, we want openly to say that speedy and final liberation from foreign pressure is a moral duty. The most important aims of our policy are directed to justice and willingness for a final just solution of the reparations problem.

"If in the fight against the foe you must daily suffer harder and harder things, so that it often may seem unendurable, bear in mind that rash acts will not bring about a solution of the conflict. We must remain sensible within the limits of passive resistance, and we must employ the weapon of the spirit, the only weapon we have against the arms of might and violence until a happy ending comes.

"Efforts are under way to clarify the one great question before all the world—What does France want? Does she want economic negotiations? Does France want reparations or does France want annexation? To those who gave their lives for Germany in the defensive fight, to those sitting in jail, to those expelled from their homes without being able to take with them a piece of goods or chattels—to all these we solemnly pledge to remain firm and sensible to a good ending.

"Should France abandon its present plans and recognize Germany's right to live and breathe freely, and should France, in open accord with the Allies, reach a reasonable solution of the reparations problem which takes into consideration the realities of the situation—then Germany will not stand in the way of an understanding. The world needs peace, and every man in Germany will therefore greet with thankful acquiescence the call to peace and reconciliation which has gone forth to the world from the Holy See."

It is true that the Berlin *Kreuz Zeitung*, tho trusting that the Pope's letter will cause Mr. Poincaré "some embarrassment," sees little hope of practical results. Then, too, the Berlin journal, *Die Zeit*, remarks: "Following the experiences of recent years, we are not quickly convinced that his words to his one-time 'most devoted daughter' France will have any noticeable result at all, or at least within a conceivable period. Anyway, it is well known that Germany demands complete evacuation of the Ruhr as the goal for negotiations."

But the Socialist organ, *Vorwaerts*, sees a fairly direct connection between the Sovereign Pontiff's attitude and the "strong pressure of the English governmental press for a settlement of the Ruhr question," and the German press in general applauds the Pope's letter.

In Paris, on the contrary, the effect is anything but favorable. The *Journal des Débats*, for instance, declares that France is determined to have victory in the Ruhr just as she had victory in the war, and that the Pope's letter of 1923 deserves the treatment given the Pope's letter of 1917:

"The Pope in 1917 could not obtain from Germany a promise to hand back Belgium, and this year the Pope will not obtain from Germany the recognition of her liability for the damages she caused. In 1917 the Pope did not dare pronounce condemnation or impose penitence. He trembled and prayed. He was not listened to by the hardened sinners of Germany, who

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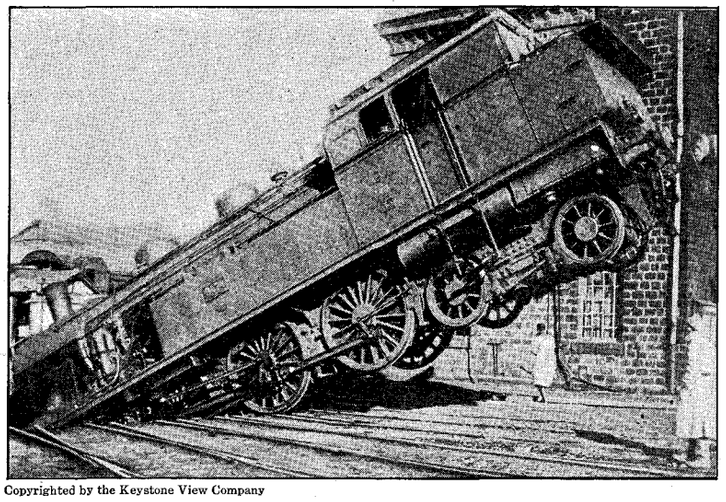
regretted only having not succeeded and who sought only to escape punishment.

"Cuno and Stinnes will now see in the Pope's letter the only means of contesting the Treaty of Versailles. When they ask once more for an 'impartial judgment 'of Germany's ability to pay they must recall that it is they who have voluntarily thrown Germany into bankruptcy.

"The issue of reparations is identical with the issue of peace. The debtors will be persuaded to pay only by forcing them to pay. Affectionate appeals to their good-will will remain vain.

"Pius XI, if he wished to do something, should have written some strong phrases upon the strict obligation to repair the damage done and upon the wrong in trying to get out of this obligation. The Germans fear that public opinion will turn against them and they are expending great sums to deceive public opinion. Perhaps they might have heeded a paternal but firm admonition from the Vatican. Unfortunately, in the letter of the Pope to Cardinal Gasparri there is nothing to awaken the conscience of a sinner."



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SABOTAGE IN THE RUHR

Locomotive derailed by Germans, incensed over the French invasion.

The semi-official *Temps* observes that the letter will be of no assistance to French Catholics in their plea for a restoration of the former complete relations between France and the Vatican, and observes:

"The letter from the Pope suggests two ideas: One is financial and consists of relieving the Reparations Commission of its problem and leaving it to arbiters to fix Germany's debt. The second is political in suggesting the evacuation of the occupied territory before the complete payment of the reparations. These are exactly the two ideas the French Government have repulsed."

Nevertheless, the leading Catholic paper, *La Croix*, calls the letter a "very grave document," and says:

"By its serenity and evident spirit of equity the Pope's letter commands the respect of every one and the sympathetic attention of all the Governments. It appears, moreover, that logically all modifications of the Ruhr régime are subordinated to 'proof of good faith,' which will assure to the creditors guaranties proportional to their claims. We hope sincerely that this eventually will be obtained."

On the other hand, *Le Petit Journal* remarks that, "no religious question being involved, it is to be presumed that most French Catholics will continue to think, in all deference, that their opinion on these fundamental points is more in accordance with justice," for—

"It is impossible to conceal the fact that the pontifical suggestion is aimed at the revision of the Treaty of Versailles and contests the impartiality of the Reparations Commission, whose existence and powers are derived therefrom."

That the letter tends seriously to weaken French Catholic support of the Poincaré Government is the opinion advanced by a correspondent of the New York *Herald*, who tells us that it has "left political circles in France almost speechless with surprize":

"For reasons still unexplained not a word of warning had come from the French Embassy, only recently reestablished at the Vatican, of the Pope's intention to throw the tremendous moral weight of the Holy See into this highly charged international issue at the present critical time.

"Yet, according to the French Foreign Office to-day, Germany evidently has been aware of it for two weeks and has been preparing to make use of it. Not only does the action of the Pope threaten to weaken the Poincaré Government's Catholic support, which has been heretofore foremost in advocating the occupation policy through its journals and spokesmen, but it also further menaces the Franco-Belgian accord over the Ruhr by strengthening the Catholics and Socialists in Belgium, who have been fighting for a more moderate Ruhr policy.

"From the discussion already provoked in Europe the Pope's action would seem to rank almost with the peace efforts of the late Pope Benedict as a political move disturbing to European Chancelleries. The outstanding impression in Continental diplomatic circles is that without consultation with France the Pope has taken issue with her apparently on two main points:

"First, in placing the moral support of the Vatican behind the Hughes proposal, since embodied in the British and German proposals, for an impartial investigation by experts of Germany's capacity to pay, a proposal which France has consistently rejected.

"Second, in practically suggesting that the occupation should cease progressively in accordance not with the payments made but with other guaranties that might be as efficacious in securing payment as the actual occupation. This is in marked contradiction to the Franco-Belgian program of a gradual evacuation based solely on cash payments."

TROUBLESOME FORMOSA

BARBED-WIRE ELECTRICALLY CHARGED and protecting 235 miles of frontier holds back the unsubdued aborigines in Formosa, whose Japanese rulers have other troubles besides, as we are told, for even the subdued natives protest against Japanese harshness. For the third time, a petition demanding a legislature for Formosa is before the Diet. Accordingly Mr. J. H. Cousins includes an account of Formosa in a series of articles on "Awakening Asia" in the Madras journal, *New India*. Assuming that Asiatics as well as Occidentals are perhaps a bit uncertain regarding the whereabouts of Formosa and its recent history, Mr. Cousins explains,

"The voyager along the edge of Asia between Hongkong and Shanghai may see away on the right of his steamer, in the east, a lumpish piece of land, lying along the horizon like some basking ocean monster. If you ask a Japanese what it is, he will tell you it is Taiwan; but others would tell you it is Formosa. Both would mean the same. It is the southern limit of the stretch of Japanese imperialism, an island inhabited by about 2,000,000 people, of whom eighty thousand are the ruling Japanese, and the rest divided by the arithmetic of suzerainty into 1,750,000 natives—that is, settlers from the main land who have accepted the foreign yoke; and 43,000 aborigines—that is, tribes of the Malay race, some of whom have not yet accepted the foreign yoke, and live in the inaccessible mountain districts, awaiting the next wave of subjugation. To keep the unsubdued aborigines in their place a frontier of 360 miles is guarded.

"The last campaign of subjugation was undertaken by the Japanese in 1910, and ceased in 1914, leaving 13,000 still to be dealt with. Politeness was not wasted on either side. The official record of executions of aborigines had a seasonal rhythm from a hundred in July and August (the rainy season) to from fifty to sixty in each of the other months; that is to say, an average of seven or eight per day. Happily in the first quarter of 1916, the

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total of aboriginal executions fell to twenty-three, but whether from grace on either side, or from the distractions of the Great War, official records do not say."

It is not only among the aborigines that violence has occurred. Elsewhere in Formosa, Chinese malcontents remember their former power and "frequently stir up insurrection." In 1915, when 51 Japanese lost their lives, 866 natives were sentenced to death. As Mr. Cousins goes on to say, "luckily for 771 of them, the coronation ceremony of the present Emperor of Japan came off before the sentence was carried out, and only 95 paid the extreme penalty" Continuing, the writer assures u ,

"These details of the miserable process of 'civilization' are referred to for the purpose, not of gloom, but of cheer by placing them in contrast with an editorial in one of the most important vernacular daily newspapers in Japan, which indicates that the struggle for freedom in the island in the China Sea has entered the realm of reason, and that there is a certain amount of influential Japanese opinion in favor of the demand of the now politically awake Formosans for legislative power."

The editorial appeared in the Tokyo *Nichi Nichi*, and concerns the petition demanding a legislature for Formosa:

"We hope that it will claim the earnest attention of the members of the Diet. It seems strange that the petition presented to the present Diet bears the signatures of only 270 Formosans, while the one presented last year was signed by over 500. The authorities may point to this as an indication of the decreasing discontent on the part of the Formosans with the Japanese administration. This view, however, is apparently very superficial. It is more probable that the demand for a Formosan Legislature is gaining ground among the Formosans, just as the demand for universal manhood suffrage is growing among the Japanese people. We are tempted to conclude that there has been some foul play in connection with the decrease in the number of petitioners. We hope that instead of unduly suppressing the growth of legitimate movements among the Formosans the Japanese authorities will courageously look the fact in the face and tackle the situation with sincerity and magnanimity.

"At the same time, we want the petitioners to have greater sympathy with the Japanese point of view. They protest strongly against the penal law against Formosan rebels, which they denounce as the severest legislation in any civilized country. In the eyes of Formosan intellectuals this law may be highly objectionable, but there are circumstances which require its continued enforcement. Many Japanese lives were lost in the suppression of Formosan rebellions in the past. It is also on record that during the 200 years of Chinese administration more than twenty revolts broke out in Formosa. With these facts before them, it is not altogether unreasonable that the Japanese authorities in Formosa should hesitate to revoke the law. The Formosans also complain that the burden of national taxation on Formosans is twenty-eight yen per head, while that on the Japanese is twenty-six yen per head. As a matter of fact, the burdens on the Japanese, with the local levies added, are forty-three yen per head, while those imposed on the Formosans are thirty-six yen per head."

GROWLS FROM THE HELPLESS RUSSIAN BEAR

IMPERIALISTIC HIGH TEMPERATURE, the Russians say, is what ails Lord Curzon and accounts for his recent notes to the Soviet Government. The execution of Mgr. Butchkavitch, the seizure of British fishing-boats, and the ill-treatment of British subjects in Russia—all these happenings were used by Lord Curzon as a pretext for his notes, but the "real cause" was much more serious than "such trifles," we are told, and the *Isviestia*, official organ of the Soviets, declares that for "Butchkavitch" we must read "oil," while "Zeppliak" stands for "the Russian fisheries" and "Tikhon" for "British interests in the East." The great issue, thinks the *Isviestia*, is oil:

BEFORE THE WAR

AND NOW

THE RUSSIAN BEAR

As seen by a paper published by Russian refugees in Germany.
—*Rul* (Berlin).

"Five years ago, England tried to seize by force our oil-fields in Transcaucasia. Later on she tried to make us restore the rights of the British holders of shares in our oil-fields who suffered losses from the nationalization of oil industries. But, having once more fallen short of success, England now is trying to terrorize us, hoping that this will result in the victory of the British oil-industrials who are playing none too small a rôle in the Conservative party."

Then, too, the *Isviestia* remembers England's traditional fear of Russia in the East, and assumes that Lord Curzon, believing Russia to be weak at present, thinks she may be forced into abandoning some of her rights in Central Asia. Naturally, all this offends Russian pride, and Lord Curzon's demands called forth immediate protest by the Soviet press, and, in describing the recent demonstrations in Petrograd and Moscow, the *Isviestia* remarked,

"Lord Curzon was the hero of the day. A large number of placards and slogans that he would hardly like were devoted to him. Among them there was a witty and interesting improvisation: Lord Curzon at the fisheries. 'Lord Curzon demands the abolition of the Third International and freedom for fishing-boats' was the inscription on the placard picturing a Red soldier with a bayonet aimed at Curzon. But the greatest joy was provoked by the sight of two dolls—'Curzon and Mussolini'—hanged on a gallows. 'That is what they deserve, the blood-suckers!' was the exclamation of women laborers from the candy factories."

After the Soviet Government had yielded on many points, including Lord Curzon's demand for the release of fishing-boats, the confinement of territorial waters within a three-mile limit, and the withdrawal of two notes signed by Vinestine, the *Isviestia* observes.

"The thing that we need above all, that we need immediately, is the development of our military aviation and the reenforcement of our air fleet. If the latter were strong enough our enemies would speak to us in an altogether different language, and the language we use in addressing them would be also different."

Commenting on this, an anti-Bolshevist paper suggests

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alteration in the wording: "air fleet" should be replaced by "military forces and economic possibilities" and would then afford "a good explanation for the concessions made by the Soviet Government to British diplomacy."

Lord Curzon's second note aroused indignation even greater than that called forth by its predecessor. Of this second document, the *Pravda*, organ of the Central Committee of the Communist party, declares,

"The Soviet Government has displayed the maximum of conciliatory spirit. This is recognized in England not only by the Labor party, but also by a large section of the bourgeoisie. Even the British Government, however unpleasant such a statement was to it, saw itself obliged to recognize this fact. But after the conciliatory spirit of the Soviet Government was thus unanimously acknowledged, the British Foreign Office (in its new memorandum) widens and extends its original demands, or, in other words, is getting impertinent. The cause of this impertinence is evident. Our peaceful tone was evidently mistaken for weakness."

This "impertinence," we are told, found expression in Lord Curzon's demand for compensating British subjects who had been ill-treated in Russia, as well as in the demand for the withdrawal of the two undesirable Russian diplomats—Raskolnikov and Shumiatzky—from their posts in Persia and Afghanistan. "There is a limit to our concessions. And there should be a limit to any form of impertinence. There is also a limit to our patience, Your Lordship!" says the *Pravda*, while the Russian anti-Bolshevist papers printed in Berlin and Paris complain that "the Soviet Press is trying to hide the fact that the Bolshevist Government is on the way to the fulfilment of British demands which are irreconcilable with Russia's national dignity." The democratic *Dni* (Berlin) says:

"The Soviet Government was aware of the fact that no Government—not the British Government in any case—would leave these challenges unanswered. Consequently it should have been aware also of the eventual consequences of its game."

The *Rul*, a liberal Russian daily in Berlin, asserts that the noisy manifestations and bellicose speeches in Moscow and Petrograd were intended as a device to save the Soviets' dignity, whereas—

"The fatal and momentous fact is that the Soviet Government is responsible not only for Russia's internal ruin and weakness, but also for the humiliation and decrease of her international authority. She is reduced to a position where any demands may be addrest to her. It would be childish and naive to blame Lord Curzon for using such opportunities in the international situation as may contribute to the growth of the authority of his country. We are the only ones to blame for the fact that a government giving such opportunities to the foreigners still exists in Russia. Nothing but the removal of those who are responsible for Russia's weakness can straighten out the situation."

To this the Paris *Posliednia Novosti*, Professor Miliukoff's democratic daily, adds,

"The history of international conferences in Genoa, The Hague and Lausanne (the first and the second) shows clearly the decreasing prestige of the Bolsheviki among the nations. At first received by a King and by a Bishop, then repudiated by the business world, later on invited for a special purpose only, and finally kept out of Switzerland almost by force—such are the changing sights of the 'Soviet movies.' The British note only summarizes the feeling now shared by all Europe, the feeling that the existence of the bankrupt Soviets renders impossible international relations with Russia."

LESS DRASTIC THAN SHE LOOKS

"Gradual" prohibition is the ideal of Mexican women.
—*El Mundo* (Mexico).

MEXICAN WOMEN ASSAIL ALCOHOL

THE MEXICAN W. C. T. U.—or its equivalent—appears to have controlled the recent Feminist Congress in Mexico City, tho mild enough were their recommendations. Arriving from all the States of Mexico, they voted only for "gradual prohibition," we are told, and the Mexican press applauds unanimously, as a kind of national tapering off seems to Mexicans likely to arouse a minimum of opposition while sure to yield excellent results. In Mexico City, *El Democrata* remarks:

"Prohibition has already been tried in Mexico and has succeeded. When General Calles was Governor of Sonora, complete prohibition was established. Tho our people will never be total abstainers, the curse of alcoholism must be eradicated. The best way to fight Demon Rum would be by adopting gradual taxation on beverages, according to alcoholic strength. Higher taxes being charged on strong drinks, the people would naturally turn to light wines and beer."

The convention endorsed the resolutions adopted at the Pan-American Congress of Santiago regarding the liquor traffic, and a campaign plan designed to elect Congressmen pledged to a semi-dry platform was also adopted. As *El Mundo* observes:

"Prohibition is not only a moral issue but an economic problem as well, as the taxes in liquor are the main sources of income after the custom house receipts. The United States has had to make up for the falling off of government income (which at times reached the high level of $500,000,000), by an increased income tax whose working is obnoxious to a high degree."

That Mexican prosperity is linked to prohibition seems to be the common opinion of all observers, national as well as foreign, tho *La Voz*, of Yucatan, reminds us that *pulque*, the national beverage, is extracted from a cactus found everywhere and requires no machinery or still. The same paper then says:

"The great social experiment now being tried in the United States is of interest to all sociologists and statesmen. That abstinence will make the nation stronger can not be doubted. On the other hand, all known civilization and progress has always originated among people used to alcohol."

The whole matter is regarded as an educational problem by the same daily, which advocates a broader program for the advancement of the Indian *peon*, who takes to drinking because all other joys are forbidden to him. Thus—

"The feminist organizations have a large field open to their activities, and governmental support will not be lacking. It will take them several years before their efforts succeed, but this must not discourage them, as the forces of habit are powerfully entrenched. When the man-in-the-street realizes the evils of strong drink, and the gain he can reap by abstaining, the campaign will be on the right road to success."

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SCIENCE - AND - INVENTION

EFFECT OF PROHIBITION ON ALCOHOLISM

HAS PROHIBITION DECREASED or increased mental diseases due to alcohol? Decided statements have been made on both sides, but exact statistics are usually conspicuous by their absence. In an article printed in *Mental Hygiene* (Albany), Dr. Horatio M. Pollock, statistician and editor of the New York State Hospital Commission, presents numerous tables which show very clearly, he thinks, that the statistics of hospital admissions during the last few years indicate a decline in mental disease due to alcoholism. This began before the onset of Prohibition, and may be connected, he thinks, with "changes in the habits of our people," altho he believes it to be due partly to restrictions on the liquor traffic. On the other hand, Dr. Louis Dublin, statistician of the Metropolitan Life Insurance Company of New York, reports that among its policy-holders, deaths from alcoholism have recently doubled. Taking first the mental disease statistics, Dr. Pollock tells us that the only nation-wide information concerning alcoholic mental disease among admissions to institutions prior to 1919 is that contained in the Federal Census report on the insane hospitals in 1910. He says:

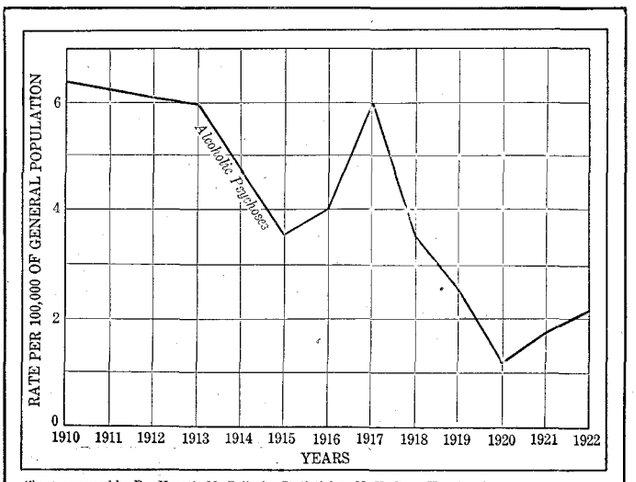

Chart prepared by Dr. Horatio M. Pollock, Statistician, N. Y. State Hospital Commission

FEWER DISEASED MINDS FROM ALCOHOL

An "alcoholic psychosis" is a mental ailment directly due to intemperance. The curve shows the falling off of such cases in the New York State Hospital since the advent of Prohibition.

"On the schedules that were filled out for admissions during that year, the question was asked whether the patient was suffering from alcoholic psychosis. The term 'alcoholic psychosis' was defined in the instructions for filling out the schedules as follows: 'By "alcoholic psychosis" is meant one of the mental diseases which, by their characteristic symptoms, are known to be the direct result of alcoholic intemperance. Cases of mental disease in which alcoholic intemperance is only one of the etiological factors and cases merely associated with alcoholic intemperance should not be reported under alcoholic psychosis.'

"Of the 60,769 patients with mental disease admitted to institutions in 1910, 6,122, or 10.1 per cent., were reported to be cases of alcoholic psychosis. The annual rate of admission of alcoholic cases was 6.7 per 100,000 of the general population.

"It was found by this census that patients with alcoholic psychoses constituted 12.4 per cent. of admissions from urban districts, and 6.4 per cent. from rural districts.

"Of the 34,116 males admitted in 1910 to hospitals for mental disease, 5,220, or 15.3 per cent., had alcoholic psychoses. Of the 26,653 females admitted, 902, or 3.4 per cent., were diagnosed as alcoholic.

"A marked decline in the number of alcoholic first admissions to New York State hospitals began in 1914 and became more pronounced in 1915. In 1916 a slight change in trend occurred, and in 1917 a decided reaction took place, the number of alcoholic cases in that year exceeding that of 1913. In 1918, 1919, and 1920, the number of these cases fell off rapidly and reached its lowest point in 1920. In 1921 the male alcoholic cases increased, altho there was a further reduction in female cases. The chart shows graphically the rates for both sexes since 1909, based upon the general population.

"That the rate of first admissions with alcoholic psychoses is closely correlated with the per capita consumption of liquors is seen from a comparison of index numbers computed from official reports for the years 1909 to 1920.

"The figures showing the decline in alcoholic psychoses in recent years in New York State are paralleled by data compiled from the official records of the State of Massachusetts by Cora Frances Stoddard.

"The number of cases among all first admissions in which there is a record of intemperate use of alcohol shows a corresponding decline during the same period in both New York and Massachusetts.

"The gradual decline in the excessive use of alcohol constitutes good evidence that a marked change in the habits of the general population with respect to the use of alcohol had been taking place for several years prior to the enactment of the Volstead Law. The change began before the World War, but was halted by the reaction of 1917. Later it was accelerated by war-time restrictions."

Tables compiled by Miss Edith M. Furbush, statistician of The National Committee for Mental Hygiene, from original standardized reports of State hospitals, give, according to Dr. Pollock, the latest available data concerning the prevalence of alcohol psychoses in various parts of the country. He says of them:

"These representative data show that only 3.1 per cent. of first admissions to State hospitals in 1921 were cases of alcoholic psychoses. Compared with figures previously given from the Federal Census of 1910 and the reports of the New York State Hospital Commission, a marked general decline in alcoholic insanity is shown.

"The rate of admissions with alcoholic psychoses in these States was only 1.9 per 100,000 population, as compared to 6.7 for the whole country in 1910. During the year 1920, the first year under Prohibition, alcoholic admissions to State hospitals were less than in 1921.

"The sex distribution of the alcoholic first admissions in the several States shows that the decline in female admissions in 1920 and 1921 was more than in male cases. These results correspond with those found by Miss Stoddard in her study of the effects of Prohibition among women. She states: 'The women have apparently gained more than the men under Prohibition, perhaps because they are less exposed to the bootleggers' blandishments and are less likely to seek out the tribe. At all events, the average number of women in all penal institutions of Massachusetts on September 30, 1920 and 1921, the two dry years, was the lowest of the decade, 60 per cent. smaller than the wet years' average, while the total prison population on this date had dropt 52 per cent. A decrease of practically one-half in the number of commitments to the State Reformatory for Women in the two Prohibition years carries a stage farther the story, not only of the passing of the alcoholic women from penal institutions, but also of other women offenders.'

"During the entire period for which we have adequate data, alcoholic psychoses have been much more prevalent in urban than in rural districts. As previously mentioned, in 1910 the rates of all alcoholic admissions in the United States per 100,000 of general population of the same environment were 10.7 and 2.6 respectively. The admissions from urban districts in that year constituted 77.8 per cent. of all the alcoholic admissions. Since

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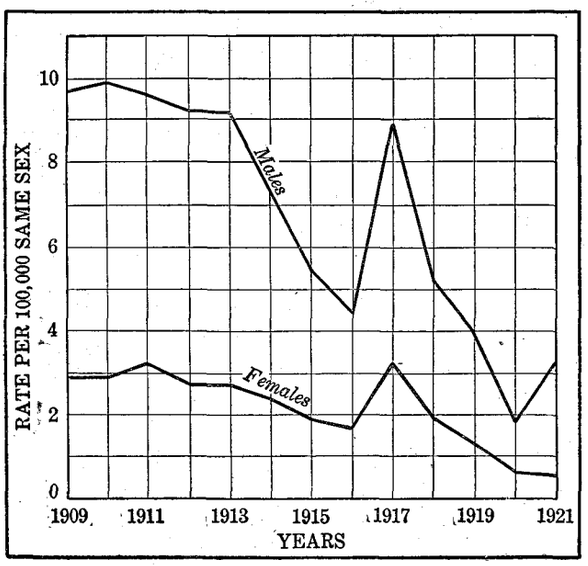
1910, the proportion of alcoholic cases from urban districts has increased. In a study of first admissions to the New York civil State hospitals from July 1, 1915, to June 30, 1920, it was found that 90.9 per cent. of the alcoholic first admissions were from urban districts. The average annual rate per 100,000 of general population was 3.7 in urban districts and 1.6 in rural districts. Representative data compiled by Miss Furbush from State hospital reports of several States in 1919, 1920, and 1921, indicate clearly the preponderance of cases of alcoholic psychoses in urban districts."

Dr. Pollock's conclusions are stated in the following terms:

"1. Marked reduction in the prevalence of alcoholic psychoses throughout the United States has taken place since 1910. This is due partly to restrictions on the liquor traffic and partly to changes in the habits of the people.

"2. The lowest rate of first admissions with alcoholic psychoses occurred in 1920; a reaction occurred in 1921.



PROHIBITION'S EFFECT ON MEN AND WOMEN

Proportion of alcoholic psychoses of each sex in New York civil State hospitals. The decline among woman sufferers from alcoholism seems steadier than that among men. One authority says: "The women have apparently gained more than the men under prohibition, perhaps because they are less exposed to the bootlegger's blandishments and are less likely to seek out the tribe."

"3. The rate of alcoholic first admissions is closely correlated with the per capita consumption of liquors.

"4. The reduction in the rate of alcoholic psychoses had been relatively greater among women than among men.

"5. Admissions with alcoholic psychoses come principally from urban districts."

Quite a different picture is presented by Dr. Dublin's life-insurance figures, which relate, it must be remembered, to deaths due to alcoholism and not simply to its mental effects. A 100 per cent. increase in such deaths during the first three months of this year as compared with the same period for last year is shown. A death-rate of 3.4 per 100,000 insured persons, or 121 deaths, were reported, while in the first quarter of 1922 there were only 62 such deaths, a rate of 1.8. During the entire year 1921 the deaths from alcoholism totaled only 122, Dr. Dublin said. Says Science Service's *Daily Science News Bulletin* (Washington):

"Since January 1, 1922, 414 deaths from this cause have occurred among Metropolitan Industrial policyholders, of which 411 were distributed among thirty-four American States; the remaining three occurred in the Canadian Province of Ontario. There were, in addition, 224 deaths from cirrhosis of the liver, which is closely associated with alcoholism, during the first quarter of 1923. Deaths from wood and denatured alcohol poisoning, of which there were thirty-six during the year 1922 and twelve during the first quarter of 1923, are not included in the above figures."

EVOLUTION IN A NUTSHELL

THE THEORY OF EVOLUTION, as popularly presented by Prof. William N. Goldsmith of Southwestern College, Winfield, Kansas, in a recent book entitled: "The Laws of Life," is commented upon by Wilhelmine E. Key, in a review contributed to *Good Health* (Battle Creek, Mich.). Professor Goldsmith says, in his introduction, regarding general ignorance of what the theory signifies:

"The term 'evolution' has been employed so carelessly that one scarcely knows what shade of meaning is implied when the word is used. However, to many, it suggests a type of human development as related to the lower animals, especially the monkeys. This fact was illustrated when, a few years ago, it was the author's privilege to offer the first course in Heredity and Evolution in a certain denominational college. The first day, without any preparation or preliminaries, every student was requested to write his own definition of evolution. Twelve out of a class of only thirty wrote the following: 'Evolution is the theory that man came from monkey.' Other definitions that were written conveyed the same ideas. When we realize that a large proportion of the common people and indeed many men and women of college training, have no broader view of this subject than to consider it a study of the parallelisms between man and monkey, we do not wonder at the lack of interest that is being shown in its several lines of development. Before considering the meaning of evolution, it may be well to emphasize the fact that it 'neither eliminates God, nor does it teach that monkeys are the ancestors of men.'"

The reviewer goes on to comment:

"He gives extended consideration to superstition as a retarding factor in the progress of our understanding of the laws of life, from the practises of the medicine fakers of all ages to the mixture of truth and error to which adherence is demanded by many religions, and states it as his belief that while such beliefs and practises are slowly passing away, they are leaving a culture which makes it difficult for the eugenicist to root out the deceptive notions that are current regarding the science of heredity.

"The story of evolution begins with the account of the development of the planetary systems and continues with the geological succession of plant and animal types as they made their appearance upon the earth. The primitive ideas regarding the origin of life are given as exprest in the immortal lines of 'Paradise Lost':

> The grassy clods now calved; now half appeared
> The tawny lion, pawing to get free
> His hinder parts, then springs as broke from bonds,
> And rampant shakes his brindled mane; the ounce,
> The libbard, and the tiger, as the mole
> Rising, the crumbled earth above them threw
> In hillocks; the swift stag from under ground
> Bore up his branching head; scarce from his mould
> Behemoth, biggest born of earth, upheaved
> His vastness: fleeced the flocks and bleating rose,
> As plants: ambiguous between sea and land
> The river horse and scaly crocodile.

"Contrasted with this are the sublime reflections of Charles Darwin on the evolutionary development of life from its earliest stages to its present efficiency and complexity; 'There is a grandeur in this view of life, with its several powers having been originally breathed by the Creator into a few forms or into one; and that, whilst this planet has gone cycling on according to the fixt law of gravity, from so simple a beginning endless forms most beautiful and wonderful have been, and are being evolved.'

"The general scheme of animal relationships is then taken up and the long path from ameba to man is outlined with a remarkable fulness of illustration. Evidences of the organic relationship of animals are recounted as shown by certain blood tests which have been receiving considerable attention in recent years. The blood consists of corpuscles floating in a serum. On mixing the blood of animals, it was found that the serum of one animal's blood sometimes destroyed the corpuscles of the other animal's blood, and at other times did not. As the experiments were multiplied it was found that the amount of destructive action exercised by one specimen of blood upon another was in direct proportion to the nearness or remoteness of relationship between the animals. If the animals are closely related, there is no disturbance when their blood is mixed; when they are not closely related, the serum of one destroys the corpuscles of the other and the intensity of this action is proportionate to the remoteness of

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the relationship. These tests have been further elaborated and all tend to confirm the first results. On both tests it has been found that the blood of man and of the anthropoid ape behave in a way to indicate they are closely related, while the relation is more remote in the case of the monkeys and the lemur. Thus the evidences for evolution from the fields of anatomy, embryology and fossil study are receiving strong additional support from the field of physiology."

SUBMARINE TRACTORS TO RAISE WRECKS

A SYSTEM OF MARINE SALVAGE devised by Jesse W. Reno does not employ divers, and hence is not limited in its operation to depths at which divers may safely work. It employs a submarine tractor which moves on the sea-bottom and can operate at depths that would be fatal to any diver. A crew goes with the tractor and operates it, but its members remain within a large and strong steel caisson and carry on operations without leaving it. The tractor has "caterpillar wheels" and carries powerful searchlights. A contributor to *The Nautical Gazette* (New York) is of the opinion that this device is a challenge to the "sea's hold on sunken wealth," and that we are to witness salvage operations on a gigantic scale by its means. He begins his account by telling of the recent raising of the tug *Scally*, in Long Island Sound:

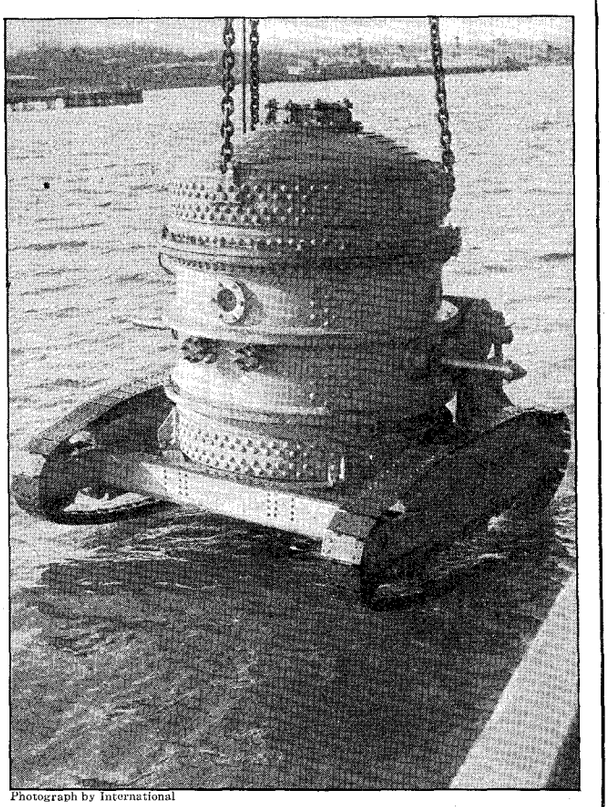
"A little group of men stood on the deck of a lighter moored off Whitestone Landing, Long Island Sound, last week, eagerly watching an unbroken expanse of ocean. Then these who kept vigil were rewarded for their faith and patience by seeing a number of dark objects followed by the funnel and superstructure of a vessel emerge from the waves and float safely on the surface. Immediately three tugs lying in the vicinity blew loud and triumphant blasts on their sirens, the watchers on the lighter gave lusty cheers which were echoed by spectators on the distant shore. The dark objects were the heads of pontoons used in the Reno marine salvage system, the funnel and superstructure belonged to the Coast Guard cutter *Scally*, which had been lying submerged in sixty feet of water for several months, and their appearance proclaimed the success and practicability of the salvage system invented by Jesse W. Reno of New York.

"There was far more involved in this demonstration than the mere raising of a sunken ship; it marked the opening of a new vista in the reclamation of wrecked vessels and cargoes. Not one new or untried principle in either mechanical or hydraulic engineering is employed, but by gathering into one coherent system known and proved processes Jesse W. Reno has answered the challenge of the sea and has devised a means for wresting from the depths the immense stores of wealth which the ocean has taken as its toll.

"During recent years many schemes have been invented for salvaging lost ships, but most of them have consisted mainly of a form of diving-suit which enabled a man to descend far enough below the surface of the sea to reach the wrecks. The most extravagant claims for these devices, however, have never gone beyond comparatively shallow water and the field of salvage has been limited to the depths at which men have been able to work. The Reno system, however, does not depend upon a diving-suit, but employs as one of its two main working units a submarine tractor which moves around at the bottom of the ocean. This tractor can descend to great depths sufficient to reach any known wreck. There is not a wreck which can hide from its powerful searchlights nor escape from its giant caterpillar wheels.

"This tractor carries a circular steel caisson seven feet in diameter and nine feet high on the inside, the whole weighing eighteen tons on the surface. Two men operate the tractor from the inside of the caisson, air being supplied by the same system as that used in submarines. Drills project from the sides of the caisson, the leakage of water through the apertures through which the drill shafts pass being prevented by stuffing boxes. The tractor is lowered to the bottom from the mother-ship, which supplies the power through cable to an electric motor inside the caisson. This motor drives the tractor belts and also operates the drills."

The tractor draws up alongside the wreck, and holes are drilled through the plating of the ship, the number being regulated by the weight to be lifted, and their position by the distribution of the load. Pontoons to which hooks are attached are then drawn down and the hooks inserted in the holes. These pontoons are of the open-ended type and the buoyancy is so arranged that they remain vertical. To the head of each an air hose is attached and after all are in position air is pumped down and the water in the pontoons is forced out, thereby creating a buoyancy sufficient to lift the ship. The pontoons are then



Photograph by International

A TRACTOR THAT TRACKS SUNKEN TREASURE

lashed so that they become an integral part of the wreck, which is towed into dry dock or beached. We read further:

"It does not require too great an imagination to understand what valuable services the apparatus can render. Around the shores of Britain and France there are approximately 1,600 ships sunk by submarines during the war, most of them lying in about 100 feet of water, and many of them carrying individual cargoes valued at over a million dollars. During the two years following the war the British Salvage Association recovered ships and cargoes valued at over $400,000,000, and all they salvaged were those lying in comparatively shallow water. Some of the greatest prizes are those lying in deep water, but easily available under the Reno system. Furthermore, it has frequently been necessary to blow up sunken vessels as dangers to navigation, but these can now be saved intact.

"It is these vessels lying in shallow water which will first claim the attention of the Reno Company, an official of which is now in England making an investigation of these war wrecks."

A 3½-TON CAMERA—A camera which occupies two rooms of the Department of Interior Building, Washington, is being used by the Geological Survey to photograph maps and charts. According to *The Nation's Business* (Washington, D. C.):

"The lens, bellows, and copy-holder are in one room, and the plate-holder and dark room are in the other room. The camera will take a picture 1 yard square. It weighs 7,000 pounds, and is operated either by hand or by electricity. Focusing is done by means of an electrical contrivance which flashes a signal when the proper focus is reached."

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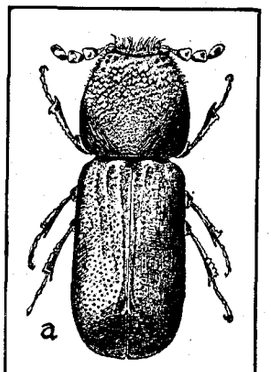
TELEPHONE CABLES RIDDLED BY BEETLES

THE HABITS of a California beetle that ruins telephone cables by boring through the lead sheath are described by Laurence Evert, in an article contributed to *The Transmitter* (Baltimore). Bugs, Mr. Evert opines, can find many unwelcome places in which to take their abode, but most inconsiderate of all, no doubt, is the insect which insists on establishing his residence inside a telephone cable, and without invitation or permission, makes himself a doorway through the lead sheathing.



HE CHEWS LEAD

This is the *Scobicia Declivis* which bores into, tho he does not eat, telephone cables in California. Enlarged seventy times.

Plant men, for a dozen years or more, he says, in investigating instances of cable insulation being injured by moisture, have discovered small holes bored completely through the sheathing. In recent years the trouble has reached rather serious proportions in California, and has been frequently reported in other sections of the country. We read further:

"After several years of investigation the findings of the government scientists have been announced and are contained in a bulletin issued by the Department of Agriculture under the title of 'The Lead-Cable Borer, or "Short Circuit Beetle" in California.'

"Tho known popularly as the lead-cable borer, the little bug responsible for all the damage and hubbub has a far more fancy name technically—*Scobicia Declivis*. According to the investigations of Dr. Snyder and his associates, the lead-cable beetle does not eat as he bores into the cable. This was determined from the fact that poisons have been impregnated into various substances in which he bored, and they never have had the slightest effect on him."

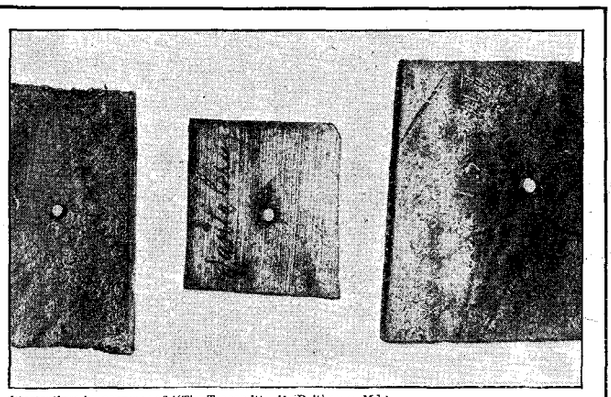
The character of damage done by the beetle is described in the government booklet in this manner:

"Damage to the lead sheathing of aerial telephone cables consists of round holes about one-tenth of an inch in diameter which extend through the lead sheathing from the outer surface to the paper insulation of the wires within. In practically every case the hole is made through the lower side of the sheath close to where the suspending ring or marline hanger supports the cable.

"In cases where the sheathing is penetrated, moisture is very readily drawn in to the wires. If the hole happens to be in the proper location a great deal of moisture enters and the cable may be ruined for 15 or 25 feet. Particularly in case of a slack cable, or those on grades, the moisture sometimes penetrates and soaks the insulation for long distances. This necessitates cutting out the cable, splicing and insulating the wires, and resheathing, which in a 600-pair cable means considerable skilled labor . . .

"It was about this time that the Department of Agriculture stept in with an offer of help. A large quantity of California oak known to contain eggs of Mrs. Declivis were shipped to the forest insect field station of the Bureau of Entomology at Falls Church, Virginia, and were placed in glass cages. Specimens of cables were prepared by engineers of the C. and P. and were suspended from the tops of the cages.

"By June of 1918 most of the young beetles at Falls Church had grown to the adult stage and were emerging from the wood. They made themselves fully at home and many began to bore into the wooden parts of the cages. But they didn't touch the cable; they ignored it entirely, as if suspecting a trap.



Illustrations by courtesy of "The Transmitter" (Baltimore, Md.)

THE WORK OF THE "LEAD-CABLE BORER"

Holes bored by a California beetle through the lead sheetings of telephone cables, which are here shown flattened out.

"When it was seen that the beetle had no inclination to touch the cable, metal sheathings were wrapt around wooden logs into which beetles had already bored. The entomologists knew that within a year newly grown adults would be eager for a glimpse of the world and would try to bore themselves out.

"After those young beetles had finished with the sheathing, it looked like a well-worn sieve. Sheet lead of various alloys, including antimony and tin, were tried, but none seemed able to stop the bugs when placed as a barrier to their progress.

"In California, actual working cables were used in several tests. Small cages were built around parts of the cables and numbers of beetles placed within. On the smooth surface of the cables the beetles made few attacks, but where the lead sheathing touched any other surface, such as the metal ring suspending it, the bugs made numerous bores. In the words of the government report:

"Practically all of the boring is done near the point of contact of the cable and the rings which suspend the cable from the messenger strand. The authors believe that the beetle bores the cable because it finds itself closely confined between the cable and the suspending ring, but they do not believe that it can be proved."

It would seem that no real remedy has yet been found, as the writer continues in a semi-hopeful vein:

"The means of eventually stamping out the trouble possibly lies in the adoption of a new type of suspension ring, made of flattened steel wire stock which has been galvanized and which makes a joint with the cable without giving the beetle a firm foothold.

"Mr. and Mrs. Declivis, however, continue their existence undisturbed. Boring into telephone cable is a side-line with them anyway, and so long as no one tries to prevent them from boring in and out (or out and in, if you like) of oak trees they probably will start no organized resistance. We sincerely hope they will not, for they might put up a tough fight. The report tells us that the beetles can multiply at the rate of more than a hundredfold a year, so it appears that the thing to do is to use diplomacy; we want no rough stuff with an army that grows at the rate of 10,000 per cent. annually.

COTTONLESS COTTONWOODS—Regarding an article in our issue of May 5 on the prevention of the annual "cotton" pest, from the pistillate cottonwood tree, John Bristol, of Moab, Utah, writes as follows:

"A far simpler method than spraying has been tried and has proved its worth. All that is necessary is to bore a fairly large hole, an inch or more in diameter, into the bole of the tree. This should be done early in the spring, before the tree blooms. The hole should penetrate to the heart of the tree, and it should be bored so as to slant downward. When the heart of the tree has been reached, pour a pint or more of plain kerosene into the hole and the tree so treated will shed no cotton that season, at least. The simple fact of boring the hole to the heart of the tree will stop the cotton, but the application of kerosene makes the remedy doubly sure. This method does not in the least injure the tree. Here in Moab we have cottonwood trees which have attained the altitude of real giants. So far do their branches reach out that in places they form an arch over the streets of the town. You will readily see that to spray these giants in their native habitat will assume the proportions of a formidable task. However, all Moabites agree that the annual 'cotton' crop of the trees is nothing less than a pest."

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HOW FAR CAN MY RADIO SET RECEIVE?

THIS SEEMS TO BE a universal question, ever since radio came into popular use, we are told by Kenneth Malcolm, writing in *Radio World* (New York). And it is a question that can not be answered by examining the set alone. If fixt and ideal conditions were available, the answer could be given with a fair degree of accuracy, at least theoretically, but practically many variable factors must be taken into consideration. Identical sets, with antennæ in exact copy, located but a block apart, may give widely different results—one getting the most distant stations and the other nothing but the locals. We read:

"As an illustration of what is meant by variable factors, let us ask how far a locomotive whistle can be heard. Immediately the answer might occur: 'It depends upon the power of the whistle.' Yes, that is true, but it also depends upon the nature of the surrounding country, the condition of the air, the direction of the wind, the direction the train is traveling, and the sensitiveness of the ear of the listener. In wide-open country the sound could be heard much farther than in thickly wooded country or in the city. It could be heard farther if the air was clear and the wind blew in the direction of the listener, also farther if the listener's ears were very sensitive and the locomotive was approaching instead of going in the opposite direction. Any combination of these factors would produce different results.

"In radio work we have even more factors to contend with. First of all comes the power of the transmitter and the sensitiveness of the receiver. Under given conditions an increase of power or an increase in the sensitiveness of the receiving set will give a proportional increase in range. A broadcasting station may have a maximum range of 1,500 miles; but this distance is covered only with a two-stage radio-frequency amplifier set at the receiving end. A single tube set might hear it only 200 miles and a crystal set only 30 miles. Then, again, the reverse is also true; a single tube set might be rated at 500 miles, but only from a station with one kilowatt rating. A 500-watt station might be heard only one-half that distance.

"Next in importance comes the immediate environment—possibly this comes even before power and sensitiveness. An aerial situated between tall, steel frame structures will not bring in as good results as one that is located in the open, for the grounded steel frames absorb a large part of the energy before the waves reach it. It is also manifest that steel buildings affect the quality and range of the waves from a transmitting station. A station that promised to be one of the best in the city had to be dismantled, or at least used only for experimental purposes, because the steel in the building in which it was located, and in neighboring buildings, had the tendency to distort the wave, thereby preventing faithful transmission.

"A curious case was reported quite recently by the army A fine transmitter had been erected on a mountain after much hard work. They were able to radiate a good 2 kilowatts, but try as they might they could not reach their home station but fifty miles away. After much reasoning and an extended search they found that an iron mine in the vicinity was the cause of the trouble. It simply drained all the radiated energy into the earth."

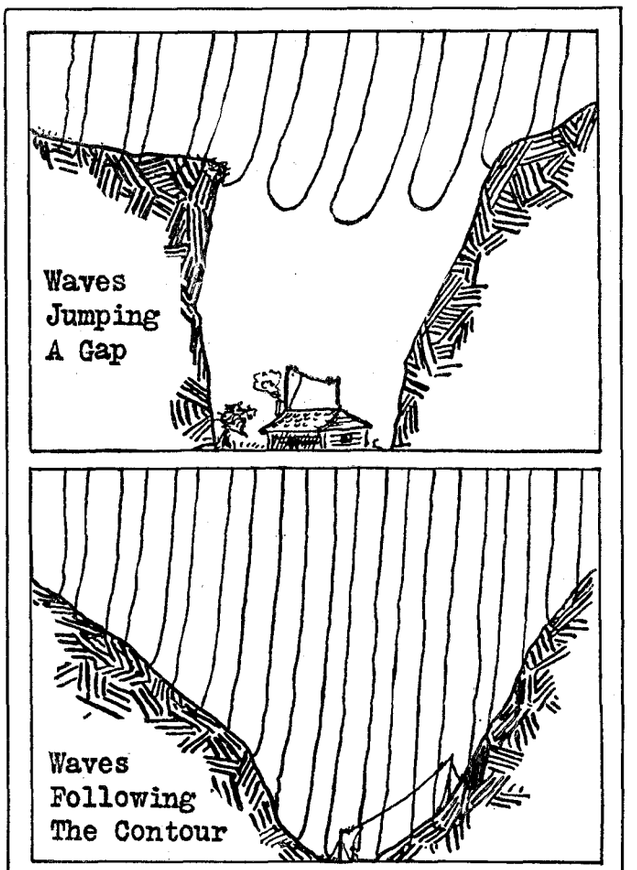
Radio waves will pass much more readily over water than over land, Mr. Malcolm tells us, the degree depending to some extent on relative dryness of the land. Then, too, there are fewer obstacles in the way when the waves pass over water. Ships at sea copy "press" many times over a distance of 1,500 miles with a comparatively ancient crystal set. He goes on:

"The condition of the atmosphere is a great factor that can not be disregarded, for this is the operator who can at will switch you to either 'local' or 'long distance.' It was the atmospheric conditions that enabled most of the long-distance records to be made and broken. When you can get Davenport one night and only Pittsburgh the next night, you can in most cases blame it on the weather. Clear air is the best air; and water and dust particles are detrimental, as they tend to absorb part of the energy of the advancing waves. Reception can not be carried on as well in the daytime as in the night because the sun's rays ionize the air particles and render them conductive, hence absorbent.

"Considering all the variable factors it is not quite fair to ask how far a certain set can receive. The only real way to find out is to try it under the actual conditions in which it will be eventually used. Even then you will find that every set has what we might call a reliable and variable range; one that can be depended upon under all conditions, and a second that will work only when things are most favorable.

"It may be inferred that a given receiving-set will have its greatest range when the air is clear, at night, over water, and the transmitter is of the highest power and in the most favorable local environment.

"If your set does not give quite as satisfactory results as you might expect, don't condemn it immediately, but look around and see if there is not some condition which you might better. Possibly a little change in the location of your aerial might transform a failure into a success. When on the hike keep to the water, the open spaces, and the mountain-tops and stay out of the walled-in valleys."



MUCH DEPENDS ON THE AERIAL'S LOCATION

Showing why radio impulses reaching a gentle depression would not be felt in a walled-in space.

WHY DOES BREAD GROW STALE?—Old ideas of how bread stales are overturned by the Food Research Institute, established at the suggestion of Herbert Hoover, in its first publication just issued from its headquarters at Stanford University. The report points out the wholesomeness of the stale loaf, shows the waste produced by present bakery practises, and urges further investigation of why some bread keeps better than others. We read in Science Service's *Daily Science News Bulletin* (Washington):

"What probably occurs is that much of the moisture in the bread is held by the starch which has been gelatinized in the baking. As the loaf comes out of the stove, this starch jelly distributed through the bread contains all the moisture it can hold. As the bread cools, the starch gives up some of its moisture and this moisture is absorbed by the other constituents of the loaf, changing the crust from a brittle material that crunches between the teeth to a soft and pliable one, while the gluten of the crumb is given a toughness and firmness which as fresh bread it did not have. The bread becomes stale at low temperatures, and this accounts for the fact that bread when stale, but not dry, can be freshened up by heating. The process is reversed and the starch-jelly reabsorbs the moisture from the other bread constituents."

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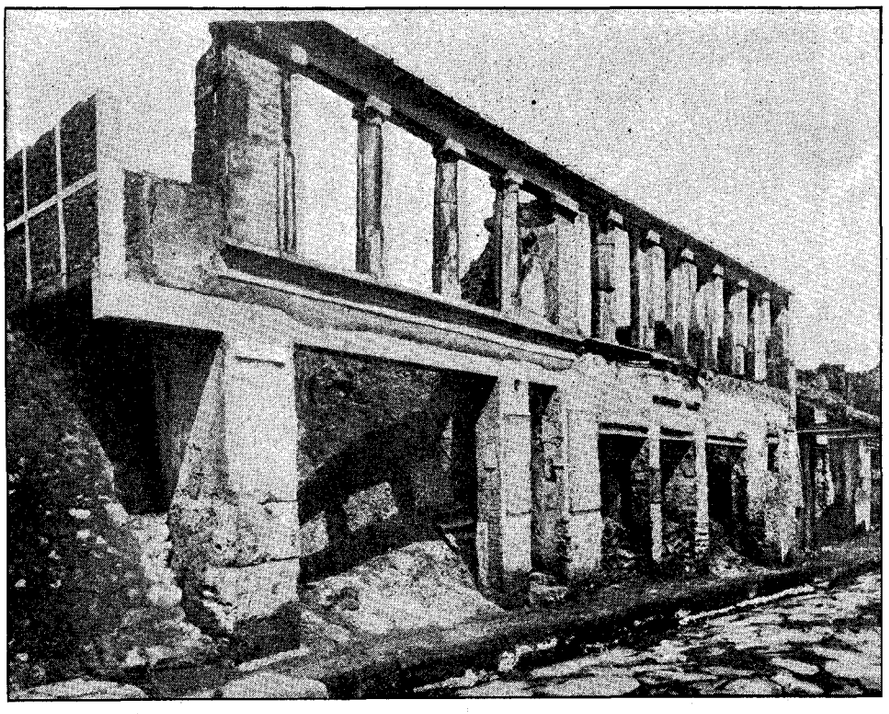
NEW METHODS UNCOVERING A NEW POMPEII

ETNA AVENGES VESUVIUS! Pompeii, the city that Vesuvius buried under its ashes 1,800 years ago has just uncovered more of itself to wondering tourists, and Etna, as if in rage bursts forth in fiery protest and more destruction. But Pompeii has for ten years been in the hands of an excavator of modern type, an Italian named Spinazzola, and the methods of work are too fine for pick and shovel. It is a vastly different thing from walking into an Egyptian tomb and removing the stores kept intact for ages. The investigator's processes are almost as delicate as the goldsmith's, and the consequence is the uncovering of frescos, of the roots of trees and even the fibers of fabrics. Tools smaller than needles are used, says Arnold Cortesi in the magazine section of the New York *Times*. Workmen are "trained to notice where the lapilli change color, for there it means that something existed which was burnt by the flaming lava." By such means traces of blankets have been found on beds and of washing stretched out to dry. We are even told that—

"The workmanship has been so perfect as to allow the rotted roots of trees and even of shrubs to be extracted from the gardens, then to pour liquid plaster of paris into the holes thus left in the ground and to obtain plaster casts of the roots. Thus was Spinazzola able to recognize the vegetation and to form a clear picture of what the gardens must have looked like.

"It is ten years since the Italian Government approved Spinazzola's ideas for the excavations, and since then he has disappeared completely from society, buried in the Pompeian ashes. His method of procedure is not the old one of digging a pit, deepening it till a floor was reached, and then widening it sideways until walls were reached. Spinazzola digs in horizontal layers, with minute attention to details. As objects are found they are photographed and their position accurately noted, so they may be replaced when the whole house is restored to light.

Walking down the 'Street of Abundance,' along which the new excavations are being made, on the perfectly preserved sidewalks, worn smooth by the sandals of the ancient Pompeians, the impression one gathers is not of a city turned into stone 1,800 years ago, but of a town whose inhabitants abandoned it a few years back and whose houses are gradually crumbling. Even this impression, however, must be revised when one sees how fresh are the paintings on the walls and how recent seem the electoral and amusement posters and the scribblings of boys which cover the walls."



SECOND STORIES IN POMPEII

Newly dug from twenty feet of volcanic ash appears a pillared colonnade along an upper story front hitherto supposed to be non-existent in Pompeian domestic architecture.

Competent archeologists of the past are proven quite wrong in their deductions from appearances hitherto revealed. For example—

"The writings and reconstructions of studious and competent archeologists, such as, for instance, Augustus Mau, had led one to expect streets in which the houses had no external windows—only a door and, perhaps, a few barbicons—in which balconies were rare, in which, in other words, houses were nothing but big boxes with roofs leaning toward an inner court, into which the only windows of the house opened. Even the existence of second floors was considered problematic or, at any rate, very unusual.

"But then one sees the 'Street of Abundance'! Two-story houses everywhere, with far projecting balconies and windows, windows everywhere. Windows with iron gratings on the ground floor, windows with marble or stone frames, carved or plain, white or colored, windows to suit all tastes. Balconies and loggias, large and small, with graceful pillars or without, here, again, to suit all tastes. And paintings, and shop signs, and posters, and scribblings on the walls. Everything is still there.

"The private houses are, perhaps, the least interesting part of the new excavations, because they are all more or less alike in the richness of their interior decorations, in the number and size of the rooms and even in the disposition of these. They all have a straight and narrow corridor, of the width of the front door, leading to the 'atrium,' or courtyard, which is generally surrounded by a cloister. The rain-water from the roof of the cloister collects in an 'impluvium' or cistern, in the center of the atrium. From the atrium doors open into the other rooms of the house. The largest room is usually the 'triclinium,' or dining-room, in which there generally can still be seen the stone blocks which, covered with mattresses, served as couches during meals. Adjoining the triclinium, generally, is the kitchen, and next to the kitchen the bathroom.

"The luxuriousness of the bathrooms is amazing. In one case two rooms compose the bathing suite. One is the 'apoditerium,' or changing-room, and the other the 'caldarium' or bathroom proper. The caldarium had its walls and floor made of special hollow bricks, through which hot air circulated.

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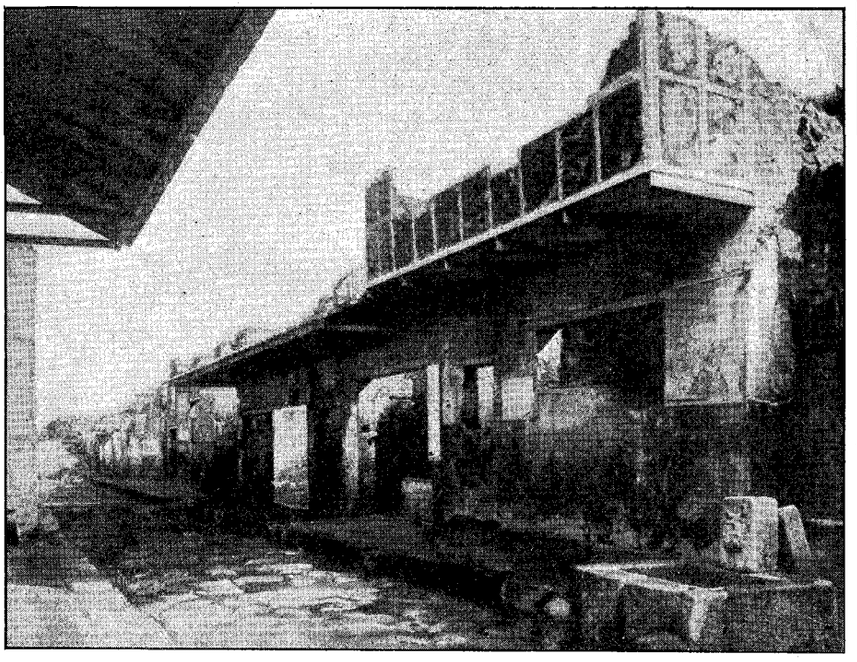
Both the air and the bath-water were heated by a 'hypocaustum,' as was called the special grate placed in the near-by kitchen. Bedrooms and spare rooms have also been found, remains of beds and bed-clothing being visible. The beds were either like our modern couches, that is, with backrests along three sides, or else in the form of alcoves set into the walls and hidden by curtains. Additional rooms of smaller importance are also to be seen, such as coal cellars, larders and tool-sheds.

"All the rooms are magnificently decorated. Frescos adorn all the walls, from cellars to the outside of the houses, and with such a richness of color and such a vividness of tone as to leave one gasping. The paintings generally divide the walls into panels, on each of which is represented a scene of movement. Between the panels are festoons of flowers and fruits. The Hellenic influence of Pompeian art is very noticeable, especially in the frescos, a majority of which represent scenes from Homer's 'Iliad.' A very interesting and hitherto unknown architectural characteristic has been discovered in the most recent excavations. The roofs of the houses were made of tiles and did not end flush with the sides of the walls, but overhung by the length of several tiles, thus affording the sidewalk protection from sun and rain. By this discovery significance has been given to the Latin word 'pluma,' which is often found in Latin writings, always in connection with houses and walls, but whose exact meaning had hitherto remained unknown. Obviously 'pluma' means a projecting cornice, whose object was similar to that of the canvas awnings which protect modern shop windows from the fierce rays of the sun."



THE UNCOVERED "STREET OF ABUNDANCE"

Showing typical Pompeiian houses "with projecting balconies, balustrades and galleries, permitting their inhabitants to enjoy watching the movement of people outside."

Pompeii is found full of shops and bars that are astonishingly like our modern ones. A shop where small articles of glass, bronze and iron were sold shows that these various wares were exhibited on stands in front, for we read:

"The existence of these stands can be seen by the marks their repeated removal each night and replacement each morning made on the sidewalk. These same marks reveal that some of the shops occupied more than one room along the front of the house, thus affording some sort of a parallel to the big department stores of modern times. One shop, which was closed at the time of the disaster, has provided the means of ascertaining how the shops were shut up at night. The ashes belched out from the crater of Vesuvius, piled up against the door, and, tho the wood was partly burned at the time and has partly decayed since, the ashes hardened and retained the shape of the door. A plaster of paris cast was taken, which reveals that the shop was shut by means of vertical boards which ran in slots carved in the sill and the architrave of the door. These boards were then secured by means of a long iron or bronze bar which could be locked in position.

"These shops had signs outside, which by their variety and bright colors sought to attract the attention of the passers-by. These signs were works of art and were, apparently, constantly being changed. A dyer's shop has on both sides of the door two of the most wonderful frescos in Pompeii. On the left there is a temple of yellow marble, from which Mercury (the god of commerce) steps out hurriedly (as can be seen from his flowing robes) carrying in one hand his sacred rod and in the other a bag. On the right there is a wonderful picture of Venus standing on a royal chariot drawn by four immense elephants. She is clothed in a cloak, blue as the sea she was born from, and on her head she wears a high golden diadem. The vividness of the colors and the technique of the execution are amazing. These frescos, now valued so highly, were in those days nothing but ordinary shop signs, which would be changed as soon as they became soiled by passers-by rubbing against them or scribbling on them. A coat of whitewash was applied and a new fresco painted on top.

"Two more particularly interesting frescos appear outside the shop of a man who, not being a Pompeian but a Roman (and apparently very proud of it), pointed the fact out by adorning his shop with a painting of Romulus, the founder of Rome, on one side, and of Aeneas, the chooser of the site where Rome was built, escaping from Troy with Anchises and Ascanius, on the other. Similar paintings are found outside all shops, varying in beauty and artistic value.

"Another discovery of great value is a public laundry in perfect state of preservation, which had just been completed when it was engulfed in the general ruin which overtook Pompeii. That it had only just been completed is proved by heaps of mortar and stone masons' instruments which were found on the sidewalk outside. Here are cisterns and tubs of all sizes and shapes, with an extremely ingenious system of water-piping."

"PUTTING OVER" POETRY—Miss Edith Sitwell, an English poet, some of whose verses we have quoted, lately gave a recital of her own verses in London and used a "Sengerphone" to blast it through to the audience while the reciter was concealed behind a screen. The curtain, says the London *Star*, represented "a Futurist façade, with a face in the middle through the mouth of which protruded a speaking-tube."

"It was not an ordinary face, mark you, but had a line down the middle, and the right half was white and the left half red—I can not pretend to interpret the symbolical significance of this, but doubtless it is very deep indeed.

"Miss Sitwell is accused by her critics of specializing in 'obscure poetry.' I will not usurp the functions of literary critics and pretend to say whether the accusation is just. At any rate, the verses when spoken through the Sengerphone in strict time are not easy to understand.

"The Elect—to show how very elect they are—encored several, which I could not understand at all, notably 'Hornpipe' and one with the delicate title 'Ass Face.' A voice explained that it was about Beavers, but even so that conveyed nothing to my unelect intelligence."

The Manchester *Guardian* observes:

"Those who take up the megaphone must be judged by their choice. Either they want to startle us, by the way in which their verse is presented, which is a tacit confession that there is nothing very startling in the verse itself; or else, in Goldsmith's famous phrase to Dr. Johnson, they want to make little fishes talk like whales. It won't do; however large they may sound, the little fishes merely look smaller than ever at the other end of their magnificent funnel."

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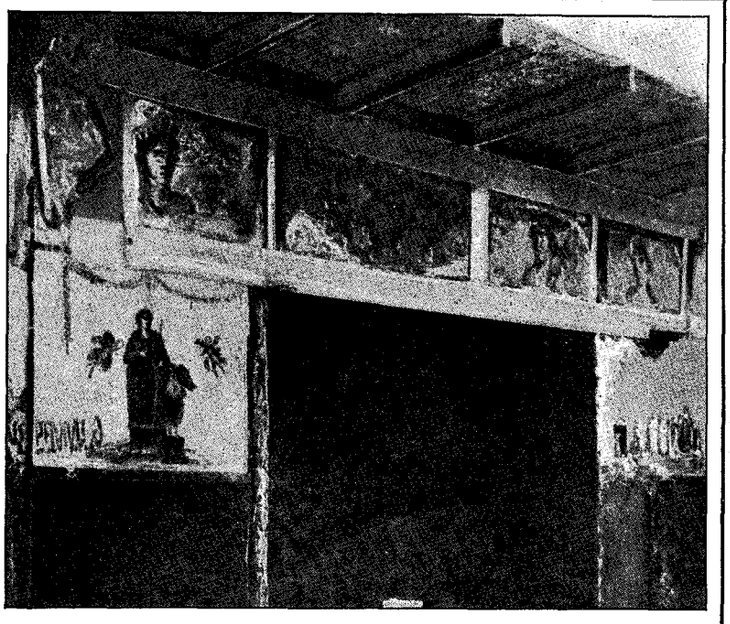
OUR DEADLY "SELF-SATISFACTION"

THE NEW AMERICAN HUMOR has broken over Europe. Or, at least, over England, and however little it makes us laugh, it furnishes precisely the justification some of our cousins have wanted for their long-standing grievances. Mr. E. B. Osborn, of the London *Morning Post*, is one who has found no ease in our literary Zion so long as New England led in the hymns. He used to take particular delight in Mark Twain, because "that Cervantes (or possibly Rabelais) who called himself Mark Twain" was not always respectful to the Concord Philosophers and Boston highbrows. Yet he tells us that all American humorists whose books have hitherto gone across the Atlantic have had the stamp of Mark Twain; but the new revelations of Sinclair Lewis, James Branch Cabell and H. L. Mencken out-Rabelais their elder. Mr. Osborn lets go Mark Twain all the more readily because it is "that brilliant young American critic, Mr. Van Wyck Brooks, who serves to remind us that Mark Twain is no longer a model for those who are now using ridicule as a weapon against the deadly self-satisfaction of the American people." What the new laughers hope is—



A DECORATED SHOP FRONT IN POMPEII

In the "Street of Abundance" reappear, after eighteen centuries, these frescoed heads of Jupiter, Apollo, and other gods. Also Roman inscriptions.

"By means of high-explosive laughter, to throw down the gigantic walls of the transatlantic Jericho, a city built up to the skies and roaring like the sea—or the Chicago wheat-pit. . . .

"There is a fine indignation behind all the newcomers' jests—a burning hatred of the narrow self-righteousness of a country which would, if it could, be ruthless in imposing its standards on the rest of the world. A minority of Puritanical persons have deprived their fellow-citizens of the wine that makes glad the heart of man; they are now trying to make the whole planet a Sahara of everlasting drought. His campaign is waged on a wide front; he finds weapons in every form of literature. As novelist, he expresses himself in the works of Mr. Sinclair Lewis, who shows that the cocksure mediocrity of Gopher Prairie, and the enlargement thereof called Zenith, is no longer merely provincial, 'no longer downy and restful in its leaf-shadowed ignorance.' It is a force which aims at destroying all the amenities of the civilizations it can not understand. 'Sure of itself,' writes Mr. Sinclair Lewis, 'it bullies other civilizations just as a traveler in a brown Derby conquers the wisdom of China and tacks advertisements of cigarets over arches for centuries dedicated to the sayings of Confucius. Such a society functions admirably in the large production of cheap automobiles, dollar watches, and safety razors. But it is not satisfied until the entire world also admits that the end and joyous purpose of living is to ride in cheap automobiles, to make advertising pictures of dollar watches, and in the twilight to sit talking, not of love and courage, but of the convenience of safety razors.' As playwright, the new American humorist is Mr. Eugene O'Neill or another—any dramatist, in fact, who is out to destroy the conventions of sentimental drama in America: for example, the idea that a thirty-year-old actor in a white nightshirt kneeling beside a bed saying, 'Now I lay me down to sleep' in a deep bass voice, is the estranged couple's six-year-old son Adolph. As ironist, with a method half-way between that of Rabelais and Anatole France's, he is the author of 'Jurgen' and 'Figures of Earth,' books designed to ridicule man's conceit, the infinite self-sufficiency of 'an ape reft of his tail and grown rusty at climbing, who yet feels himself to be a symbol and the frail representative of Omnipotence in a place that is not home.'"

Mr. Mencken's "A Book of Burlesques," now published in England, is accepted by Mr. Osborn as "the simplest and most straightforward example of the new American humor." For—

"He is ready to turn anything and everything into fuel for laughter; from the meandering commonplaces of the pall-bearers at a middle-class funeral to a concert program or *vers-libre*. He shows us American tourists looking over an Alpine *gasthaus* railing at one of the most beautiful views in Europe (from the brow of the Hungerberg at Innsbruck) and, blind to the sunset glow of entrancing colors, discussing the cookery of a score of hotels and the algebra of tipping. His musical jest, the program analysis of *Ruhm und Ewigkeit*, a symphonic poem in B flat minor by Johann Sigismund Timotheus Albert Wolfgang Kraus, is a joyous piece of hyperbolical humbug. Kraus, who has written a choral for sixty trombones, dedicated to Hindenburg, is now at work on a military Mass for four orchestras, seven brass bands, and ten choirs, with the usual soloists and clergy. He has been married eight times, and is at present the fifth husband of Tilly Heintz, the opera singer. 'The Artist' is a delightful satire on the sham ardors of an audience assembled to hear one of 'those rotten piano-thumping immigrants,' to quote a critic who is there, very much so.

"He also rags all the purveyors of 'ics and 'isms, who wish to make their whim-whams a part of conventional morality, and his Eugenic Marriage Service is perhaps the most hilarious of all these literary escapades. The clergyman, whose booming tones are somewhat muffled by his respirator, thus adjures the couple who are about to enter into the bonds of aseptic matrimony: 'I require and charge both of you, as you will answer in the dreadful hour of autopsy, when the secrets of all lives shall be disclosed, that if either of you know of any lesion, infection, malaise, congenital defect, hereditary taint, or other impediment, why ye may not be lawfully joined together in eugenic matrimony, ye do now confess it.' Anybody present who knows of any such obstacle is required to 'come forward now with his charts, slides, and cultures' or else forever hold his peace. The bridegroom produces his Government certificate of good health containing the following details:

"'Temperature *per ora*, 98.6. Pulse, 76, strong. Respiration 28.5. Wassermann, —2. Hb., 114 per cent. Phthalein, 1st hr., 46 per cent.; 2nd hr., 21 per cent. W. B. C., 8,925. Free gastric HCl, 11.5 per cent. No stasis. No lactic acid. Blood pressure, 122/77. No albuminuria. No glycosuria. Lumbar puncture: clear fluid, normal pressure.'

"Finally an aseptic ring is placed on the bride's hand, the couple are sprinkled with bichlorid, and they kiss and then gargle. The wedding over, an operating table is brought in, a patient appears and a surgeon proceeds to cut his leg off. I am indebted to this author for a good deal of eupeptic and probably, aseptic laughter."

Whether we have done with Mark Twain as a laugh-maker is still, perhaps, a matter to be considered. Even Mr. Osborn admits that his is "a profitable line of canned literature" with us; but "the new American humorist, tho still indulging in the picturesque hyperbole which is a universal quality in all joyous jesting, will have nothing to do with the old recipes for provoking cheap laughter."

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DUSE REMINDS US THERE WERE ACTORS

TO SHOW THE YOUNGER GENERATION how she used to play a part is the apt interpretation put by a critic on Duse's return to the English stage. And since we have so nearly lost the art of acting in the flummery of producing, the younger generation, if they are wise, will be immensely grateful. Duse has reached London in her Western progress; rumor has a long time been persistent that she will revisit us. After the twenty-five or more years since her appearance here a new generation will welcome her. Her vehicle will not be D'Annunzio but mainly Ibsen. Her opening piece in London was Ibsen's "The Lady from the Sea," known here, but not familiarly. It is not one of the Norwegian's easiest plays, but it deals with his constant examination of the play of free-will. *Ellida Wangel*, the second wife of a doctor in a small Norwegian town, has contracted a mysterious marriage of souls with a seafaring man, of whom we know nothing except that he is a murderer. He returns after an absence to claim her and *Wangel*, her husband, offers her her freedom, but *Ellida* chooses *Wangel*. It is not a very comprehensible play, but Duse seems to find enough in it for her maturest exercise of her great art. The critic of the Manchester *Guardian*, at least, convinces us:

ITALY'S GREATEST ACTRESS

Reappears before English audiences after years of retirement and finds a bewildered new generation.

"The play was acted in Manchester many years ago by Janet Achurch and Laurence Irving. It was not too comprehensible, and perhaps never can be. It is the old story of these plays in two stories—as clear as day in the upper or symbolical one and so dark on the practical or ground-floor plane that you grope about and bark your shins. What was this power of the *Stranger?* Mystical, or merely occult? Sufficient that it exists in the printed page and in the soul of Duse. As soon as *Ellida* came on you saw that Duse had not changed. There was the same placid features over which so many storms have broken that it seems as tho they could never rage again—you would say a sea of calm distress. There were the old accents caressing and, as it were, lapping the meaning of the words like a tide. There was the old exquisite play of the hands, that constant fumbling and gathering of her dress which, as in a statue, is become part of the body's interpretation as with Duse the body becomes the soul. The actress put the little mechanical starts and surprizes with which the first act is so full into their proper place; she had no need to stress the insignificant. And when from the arbor she waved her flowers to her stepchildren, you caught a glimpse of happiness and grace breaking exquisitely through the clouds of self-torment. The whole of the second act was a symphony for the voice. In this *Ellida* must explain to *Wangel* the fascination of the *Stranger*, her horror of that fascination and her pure love for her husband. Duse sat on a low stone wall at the back of the stage so that her face could hardly be seen, and moved the house with her recital of spiritual agony kept scrupulously in the lowest of keys. The third act sees the return of the *Stranger*. Here Duse sat with her back to the audience so that we must divine her ecstasy, which, as she yields, was that of *Juliet*. I do not remember anything more exquisite than her playing of that which follows—the sheltering behind her husband, her mingled helplessness and terror. It was all so extraordinarily of the theater and so little theatrical. As it used to be, so it was still the silences which counted. If there be in acting such a thing as pure passion divorced from the body yet exprest in terms of the body, it was here."

The writer of this critique observes that the only English player present whom he observed was Ellen Terry, and adds, "Perhaps our English actors have nothing to learn!" Certain it is that one tenet of acting that the modern stage is trying to discard is the old habit of playing one's self instead of one's author. And here we see Duse belongs in the old school. But the London *Telegraph*, speaking of her performance in "Ghosts" amply forgives her:

"It remains, therefore, to talk of Duse herself: and yet, what is there left to be said of her, except in poetry? The critic knows only too well that if he racked his brains till they burst under the strain he could find nothing new to say of her that would be true, nor anything true that would be new. He might say, for instance, that Duse's *Mrs. Alving* is not the woman that Ibsen drew—that her interpretation gives him little impression of the woman who was strong enough to hide her husband's excesses, to shoulder his duties, to make herself his boon companion on his secret orgies, to conceal his real nature from his son by such heroic means. The critic may say this with truth; but he must say it with the knowledge that it or something exactly like it has been said before—that Duse's way of altering characters and even plays to fit her own personality has been commented upon so often as to be by now a critical commonplace. And even if, when that is said, he goes on to rhapsodise over the woman herself—the depth of yearning and tenderness that she puts into the scenes between *Mrs. Alving* and her son, the power and vitality which radiate from her almost visibly—he is still unhappily conscious that he is repeating in a few halting sentences things that have been beautifully said before; things that, unless they can be said beautifully, are better not said at all; things, in fact, that only the poet knows how to say once again so that they shall seem only now for the first time to have been thought of. The workaday critic, too conscious of his limitations to attempt to turn poet for the nonce, or at any rate too conscious of Duse's magnitude to dare to pay tribute to her in coin of such base minting, must content himself with stating once again in simple language the simple fact that she is a great actress and worthy of all praise."

True to prophecy the younger generation already has shown its reaction to such an artist as Duse. We find this paragraph in the *New Statesman* (London):

"Standards change. I could not bring myself to say a critical word on Duse, but I found a young actress friend of mine less reticent and openly scornful of the journalist's attitude to her Ibsen's performances. They had been spoiled, and Ibsen's genius sacrificed to the artist. 'The Lady from the Sea' was cut down from five acts to four, and acted as if it were a domestic Italian comedy. And Duse's playing was not acting, but an inanimate recitation. The "hand language" was beautiful, the motions of the body now and then appropriate, more rarely still a sentence or two had a lovely dying fall. That was literally all. The intellectual values of the play were disregarded, the poetic ones not understood, and the rhythm of Duse's playing was too weak to sustain the faintly picturesque, almost colorless, conception of the part.' All this seemed shocking to me but not, I am afraid, altogether astray of the truth."

Before her recent appearances in London, Mr. E. A. Baughan wrote in the *Daily News:*

"It is difficult to convey to the younger generation of playgoers what Duse meant to us. Sarah Bernhardt had been the star, and in those days, after becoming acquainted with the art of Duse, we were apt to belittle the great French actress. She was so eminently of the theater and knew its every trick. We overlooked, perhaps, the wonderful expression of emotion of which she was capable, and did not sufficiently appreciate her powers of hypnotizing an audience.

"Duse gave us something very different. She started quite a new school of acting with her sensitively poised naturalness. Young actresses who tried to imitate her came to grief. They imagined her naturalness arose from underacting. But, as a matter of fact, Duse was even more an actress of the theater than Bernhardt."

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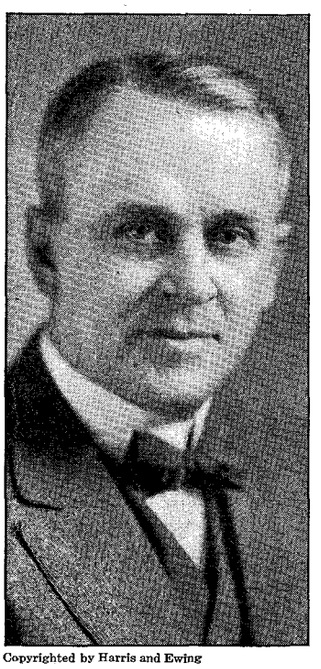
RELIGION-AND-SOCIAL-SERVICE

MEN OF SCIENCE ALSO MEN OF FAITH

ATHEISM AMONG SCIENTISTS—the very phrase brings many affirmative nods—is hardly known, and it is a distinguished scientist and a churchman who, speaking not only for himself but for most of his equally known fellows in the broad fields of research and inquiry, makes this important statement. He insists, as has been insisted before, that there is nothing incompatible between science and religion, and that some of the most illustrious names in the annals of science are devout, God-fearing men and faithful adherents of the Church. Yet a recrudescence of the so-called warfare between science and religion agitates the world, and there has been an exchange of anathemas between pulpit and laboratory and a mutual consignment to fire and brimstone reminiscent of the sixteenth century. The responsibility is a divided one, writes Dr. Robert A. Millikan in *The Christian Century* (Undenominational), "for science is just as often misrepresented as is religion by men of little vision, of no appreciation of its limitations, and of imperfect comprehension of the real rôle which it plays in human life—by men who lose sight of all spiritual values and therefore exert an influence upon youth which is unsettling, irreligious, and essentially immoral." It was Dr. Millikan who prepared the recently published statement declaring that there is no antagonism between science and religion, which was signed by forty noted men, two of them Cabinet officers. He is a distinguished physicist, until recently professor of physics in the University of Chicago, and now director of the Norman Bridge Laboratory of Physics at the California Institute of Technology. He bears, we are told, the distinction of being the first to succeed in isolating an electron.



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A RELIGIOUS SCIENTIST

"Every one who reflects," says Dr. Robert A. Millikan, "believes in one way or another in God."

The simplest and most convincing proof of his assertion, writes Dr. Millikan, is found in the testimony of the greatest minds who have been leaders in the field of science, upon the one hand, and in the field of religion, upon the other. Among British scientists he selects for example, the names of Newton, Faraday, Maxwell, Kelvin, and Raleigh, of whom he says: "No more earnest seekers after truth, no intellects of more penetrating vision, can be found anywhere, at any time, than these, and yet every one of them has been a devout and profest follower of religion." He quotes Lord Kelvin as saying, "If you think strongly enough you will be forced by science to the belief in God, which is the foundation of all religion. You will find it not antagonistic, but helpful, to religion." Going to France, Dr. Millikan selects, for example, the name of Pasteur, "easily the peer of any biologist who has ever lived anywhere," of whom his biographer says, "Finally, let it be remembered that Pasteur was a deeply religious man." Coming to America, Dr. Millikan asserts, "I can bring the evidence strictly up to date by asking you to name the dozen most outstanding scientists in America to-day and then showing you that the great majority of them will bear emphatic testimony, not only to the complete lack of antagonism between the fields of science and religion, but to their own fundamental religious convictions." He begins with the name of Dr. Charles D. Walcott, president of the National Academy of Sciences, head of the Smithsonian Institution at Washington, and president of the American Association for the Advancement of Science, who is "personally known" to Dr. Millikan as "a man of deep religious conviction," and who wrote to Dr. Millikan "asking that he be described for the purposes of this address, which he has seen, as 'an active church worker.'" Dr. Millikan goes on:

"The same is true of Henry Fairfield Osborn, the director of the American Museum of Natural History of New York, and one of the foremost exponents of evolution in the country. Another rival for eminence in this field is Edwin G. Conklin of Princeton, who in recently published articles has definitely shown himself a proponent of the religious interpretation of life. In the same category I know, also from direct correspondence, that I may place John C. Merriam, president of the Carnegie Institution of Washington and America's foremost paleontologist; Michael Pupin, the very first of our electrical experts, who has approved every word of this address and recently delivered a better one at Columbia University on this same subject; John M. Coulter, dean of American botanists; A. A. and W. A. Noyes, foremost among our chemists; James R. Angell, president of Yale University, and eminent psychologist, with whom I have had an exchange of letters on this subject; James H. Breasted, our most eminent archeologist, who served with me for years on the board of trustees of a Chicago church, upon which also T. C. Chamberlin, dean of American geologists, was a constant attendant; Dr. C. G. Abbot, home secretary of the National Academy of Sciences, eminent astronomer and active churchman; and so on through the list of most of the scientists of special eminence in this country."

Another obvious fact to Dr. Millikan is that science and religion have separate tasks. "The purpose of science is to develop without prejudice or preconception of any kind a knowledge of the facts, the laws and the processes of nature. The even more important task of religion, on the other hand, is to develop the consciences, the ideals, and the aspirations of mankind." Obviously, science without religion "may become a curse, rather than a blessing to mankind, but science dominated by the spirit of religion is the key to progress and the hope of the future. On the other hand, history has shown that religion without science breeds dogmatism, bigotry, persecution, religious wars and all the other disasters which in the past have been heaped upon mankind in the name of religion, disasters which have been so fatal to organized religion itself that at certain times and in certain countries the finest characters and the most essentially religious men have been found outside the Church." Again both science and religion have reached their present status through a process of development from the crudest beginnings, and the great leaders of the past must be judged by their standards rather than by ours. "Once get this point of view and you will never think of asking whether Genesis is to be taken as a modern

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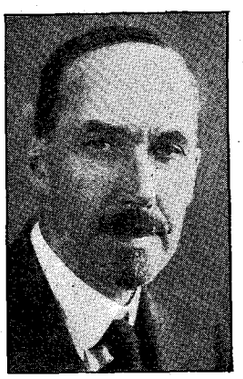

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JOHN C. MERRIAM
President of the Carnegie Institute at Washington.

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JAMES R. ANGELL
President of Yale University: a psychologist.

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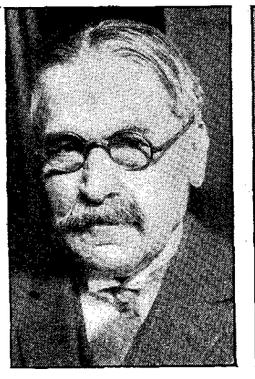
H. F. OSBORN
Director of the American Museum of Natural History.



MICHAEL PUPIN
Professor of electro-mechanics at Columbia University.

JOHN M. COULTER
Head of the Chicago University Department of Botany.

SOME OF THE "GREATEST MINDS" IN MODERN SCIENCE WHO ARE ALSO MEN OF DEEP "RELIGIOUS CONVICTION"

text-book of science. It was written long before there was any such thing as science." A fourth obvious fact is that every one who reflects believes in one way or another in God. To Dr. Millikan it seems "as obvious as breathing that every man who is sufficiently in his senses to recognize his own inability to comprehend the problem of existence, to understand whence he himself came and whither he is going, must in the very admission of that ignorance and finiteness recognize the existence of a Something, a Power, a Being in whom and because of whom he himself 'lives and moves and has his being.'"

SANCTIONING ARMED PEACE

MILITARISM AND "FALSE" PACIFISM are alike abhorrent to a group of religious and welfare workers recently called in conference by Secretary of War Weeks to lay plans for the maintenance of a high religious standard in the "defense" forces of the country. "To pursue peace unarmed and undefended," asserts the conference, "would be the quickest way to invite war." Whether this position is in accord with the teachings of Christ is a question on which our editorial writers are not agreed. Christ, declare the critics, was distinctly a pacifist.

More than sixty representatives of Protestant, Roman Catholic and Jewish creeds attended the conference and agreed upon its pronouncements. Impartiality as to religion characterized the sessions, which were presided over, in turn, by Dr. Cyrus Adler, president of the Jewish Welfare Board; Bishop William F. McDowell, Methodist; and Father Francis P. Duffy, Catholic. In declaring its attitude the conference stated:

"Peace at home within our own country, peace among all the nations of the earth, is a sacred mission to which America has devoted herself and her resources. . . . Against the curse of militarism America has traditionally set herself. Militarism is absolutely strange to the genius of her institutions. . . .

"We deprecate any attempt made under the cloak of religion and in the name of false pacifism to deny the support of the churches to the well-being of our Army and Navy. To the churches and to the Government the religious welfare of the men must be a primary concern. For that reason chaplains of the different denominations are commissioned. As General Pershing has stated: 'Religion contains the secret of and impetus toward clean living. Therefore a steady effort is made to put the hearts of men into right relation to God.'"

Stress is laid on the "high and holy" office of the chaplain, whose essential duty is held to be not to promote military morale, but "true morale in the best possible way—by religious sanction." He is commissioned to work for all the men, without distinction of creed, which, however, is not to be interpreted as meaning that all creeds are alike, or that creed is of no value, since this would be "to impose one's own religious belief upon others," and "to offend religious liberty."

It is a most sensible and timely statement, and "few rational persons will take exception to it," says the Cleveland *News* of the pronouncement. Pacifist fanatics are still with us, as in 1916, it is asserted and "they are always declaring that 'we women' or 'we church members' or 'we Socialists' ought to make war forever impossible by insisting that the United States disarm completely." Yet history "testifies that helplessness is not an adequate defense, that drilling schoolboys in military rudiments is not 'training them to become murderers,' that a well-meaning nation can be ready to protect itself without being militaristic, and that reducing or abolishing the Army and Navy would not be the best possible way to avoid war." Public opinion is, fortunately, "too enlightened to entertain the mock-pious notions of the doctrinaire pacifists," believes the Chicago *News*, asserting that "religion no more requires opposition to adequate national defense than it requires the disbandment of the police forces and the destruction of the reformatories and jails."

But it is for the soldier or sailor "to choose a creed or no creed, to be irreligious or religious, without any impertinent official interference," declares the Brooklyn *Eagle*, which argues that it is necessary only to "give each soldier in barracks what evangelists call 'access to the means of grace.' . . . Until 'religion' is a term susceptible of logical definition, Army regulations should confine themselves to military duties and universally recognized ethics, leaving the souls of soldiers to individual responsibility."

In its pursuit of peace the conference is hardly going in the right direction, according to the St. Louis *Star*, which says that "there is more war wrapt up in the vision of an armed peace, when armament is carried to excess, than there is in the vision of an unarmed, undefended peace." To *The Star*

"The really significant fact about the resolutions adopted by these sixty ministers of the gospel was that they contained no trace of the genuine spirit of peace. They tended to promote individual national armaments, on a competitive basis, when the cry of the real peace advocates is for simultaneous reduction of armaments by all the nations, and for the organization of the nations in a cooperative peace movement.

"The Founder of the Christian religion would challenge the entire doctrine of Secretary Weeks's ministerial committee. He proclaimed, preached and practised an unarmed, undefended peace. The practical denial of that doctrine comes more graciously from laymen than from ministers of Christ.

"However, *The Star* feels sure that Christian ministers in general would adopt far different resolutions from those put forth in Washington. They would not go to the extreme limit of Christian pacifism in an un-Christian world, but they would put emphasis on work for peace rather than the works of war."

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CANADA BLAZING THE WAY TO UNITY

"SPLIT P'S" SPECKLE THE PAGES of history, remarks a Presbyterian journal on the vote of more than a third of the Presbyterians not to join the union of Methodists, Presbyterians and Congregationalists recently effected in Canada, which was reported in these pages on July 7. After twenty years of negotiation and discussion, said to have been delayed by Presbyterian hesitancy, and after the other two bodies had almost unanimously approved the union, the Presbyterian body took final action at the recent General Assembly meeting in Port Arthur, Ontario, by voting 426 to 129 for adherence. Tho the minority against union is so strong as to mean, we are told, the continuance of the Presbyterian denomination, the establishment of the United Church of Canada, as the new body is designated, seems to be assured, and awaits only ratification by Parliament. On this important event to the north of us, THE LITERARY DIGEST wired some of the leading denominational journals for their editorial comment.

Looking at the Canadian papers first, we find that *The Sentinel*, an interdenominational publication of Toronto, "is among those who believe that the creation of a strong United Protestant Church will give a great impetus to the religious life of Canada." It is regretted that the union can not be consummated with complete unanimity. "At the same time, the earnestness and conscientiousness of the dissidents must inspire the respect of their opponents, and this should carry broad and generous recognition of their right to continue the Presbyterian Church in its present form." "If ever there was a time when the need was urgent for the union of Christian forces in a great spiritual movement for the regeneration of our social order and the redemption of the world," says *The Presbyterian Witness* (Toronto), "surely it is now; and our responsibility is measured only by the magnitude of the opportunity set before us." From a front seat in the General Assembly, Rev. George S. Clendennen writes in *The Christian Guardian* (Methodist, Toronto) that the gathering demonstrated that the differences which exist in Canadian Protestantism are differences within each denomination, rather than among the denominations as such. On the floor of the Assembly he found that "precisely the same independent judgment, variety of view-point and frankness of utterance were evident as in our Methodist Conferences. There was the same concern for Sabbath observance, prohibition of intoxicants, idealism in business, and effective evangelism as we are accustomed to." Thus satisfied that on the essentials there are no dissimilarities between the two great denominations, Mr. Clendennen notes that there still remain certain habits and qualities which are characteristic of Presbyterians, just as there are also distinctive elements in the Congregational and Methodist types; but "the beauty of this union into which we enter is that the traditions and virtues of each are likely to become the heritage of all." *The Canadian Churchman*, an Episcopal journal of Toronto, prefers not to say whether the status of the issue at the moment is happy or otherwise; but when it notes the "complete frankness and honesty" with which men of contrary views exprest themselves, it finds it necessary to say, "we must feel that the final issue can not be other than happy when men meet each other as the leaders of the Presbyterian Church have met in this momentous debate." *The Canadian Baptist*, also of Toronto, remarks that the Baptists are not in it, so "have little right to criticize the plan of union. But they can and should watch the experiment in amalgamated religions and see if the results are beneficial or evil."

The verdict of history on Presbyterian unanimity seems to be that "there ain't no sich animal," remarks *The Presbyterian Advance* (Nashville), to turn southward for comment among American denominational journals. In the Presbyterian make-up, says this weekly, "'conscience' looms large, and either its enlightenment comes with amazing slowness or else the Presbyterian conscience has some other peculiar qualities, for Presbyterians seem to find it much more difficult than most folk to carry out their principles of representative government and accept the decisions of majorities."

"An old Scotchman is reported to have had a revised version of a certain well-known Bible text to the effect that 'where two or three are gathered together in His name, there will be a secession,' and if we are to judge of a truth by the way it works, that must be a truth. It is to be hoped, however, that in this case bitterness over property rights will be avoided, for it appears that great care has been exercised to safeguard the property rights of the minority. The enabling act of the Dominion of Canada provides that all property of all three churches shall pass to The United Church of Canada, but makes provision that any congregation may withdraw within six months and keep its property. This wise provision, growing out of true Christian fraternity, should serve to keep down such strife in civil courts as has too often followed the union of churches."

Hailing the union "with enthusiasm," the New York *Christian Advocate* (Methodist) regards it as "the logical culmination of the intradenominational unions which have been going on in Canada for fifty years, and which have solidly unified the Methodist and Presbyterian bodies, whose divisions once weakened Canadian Christianity. The time is now ripe for them to become one for the sake of Christ and the Kingdom." Unfortunately,

"It is a long way to such unions in the United States. We have yet to heal the divisions in our own denominational families as Methodists and Presbyterians before we can even think of forming the larger organic unions. Yet this Canadian union should help us toward eventual unity. Christians who put the welfare of Christ's work above the prosperity of any special branch of it will lift a thankful prayer to Him in whose name these men of many minds have now agreed to come together and work as one. May the United Church of Canada so exalt Christ that His righteousness shall prevail from sea to sea!"

The union can hardly be said fully to solve the problem of unity in Canada, states *The Congregationalist*, "tho the uniting bodies represent a total of 2,498,120 persons, or 29.56 per cent. of the people of Canada." The leading denominations outside the union, we are told, are the Anglicans, 1,407,959; the Baptists, 421,730; the Lutherans, 287,484; the Greek Church, 169,822; and the Roman Catholics, 3,383,663; the figures being from the census of 1921. However, continues *The Congregationalist:*

"From the standpoint of a profound belief in the validity, necessity and possibility of Christian catholicity we should be disposed to regard the coming Canadian United Church as the making of one larger and freer denomination out of three. It perpetuates too many of the traditional denominational elements to have the full simplicity and freedom of a truly catholic church. But the whole movement toward its creation has symbolized something larger than it itself expresses. It is no small achievement that such diverse elements as connexionalism and congregationalism, Arminianism and Calvinism should be brought together. The ideal of a great, free, national church, conterminous in spirit and purpose with the Kingdom of God, is not lightly to be regarded, especially when it inspires men to sacrifice for its attainment every lesser organization and end. Our Canadian brethren have blazed the way through tangled and overgrown regions. They have given to the Christian world an example, which only to surpass can justify the failure to emulate."

BANKING AND CHURCH-GOING—Bankers think it good business—good personal business, that is—to go to church, and a bankers' magazine hastens to report the evidence. According to the replies to a questionnaire sent out in Bridgeport, Connecticut, by Dr. William Horace Day, pastor of the United Church, and summarized in *The American Banker* (New York), "74 per cent. of the financial leaders of Bridgeport are habitual churchgoers; 9 per cent. stay away; 75 per cent. of successful men habitually go to church; 95 per cent. believe that people should go every Sunday."

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Plucked as they hang sun-ripened, juicy and tempting on the vines! Made into soup on the very same day, in the prime of their delicious freshness! Every tomato is washed five times in crystal-clear running water. It's only the richest and finest parts of the fruit that go into Campbell's Tomato Soup.

The pure tomato juices and plump tomato "meat" are strained to a smooth puree. Golden butter enriches the blend. Delicate seasoning perfects the flavor. What a treat awaits your appetite when you catch the delicious fragrance from a plate of Campbell's Tomato Soup. Serve it often, too, as a cream of Tomato.

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It's the tastiest soup I know
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CURRENT POETRY

Unsolicited contributions to this department can not be returned.

AN APOLOGY for Thomas Hardy's pessimism would seem to be in these lines by Alfred Noyes in the *Sunday Times* (London). Edmund Gosse put his greeting in prose, calling Hardy "St. Thomas of Max Gate," for "according to the laws of the Brahminical religion the man who reaches his eighty-fourth year becomes, by that occurrence, a saint."

TO THOMAS HARDY
ON HIS EIGHTY-THIRD BIRTHDAY

By Alfred Noyes

A breath of hope, for those who have known
despair;
Of victory, for those who have drunk defeat;
Of harvest, when the wounded fields lie bare,
Or but a mist of green foreruns the wheat;

A breath of love, when all we loved lies dead:
Of beauty, too remote for tongue to tell;
Of joy, when sorrow veiled and bowed the head;
Of Heaven, for those that daily walked in
Hell;—

His music breathes it, for his wrestling soul
Through agonies of denial postulates
All that young eyes affirm. He proves his goal
Divine, because he mourns the fast-barred gates;

And by his grief for love and hope brought low
Proves that the Highest ne'er would have it so.

There is a real nostalgia in the scent of a familiar home-grown flower, and the pang of it is caught by these lines from *Woman in China* (Tientsin).

HOME FOLKS

By Genevieve Wimsatt

Although they spread from Tung Ting to the
Wall—
Hibiscus red and white, song-scented, blue
Lan blossom, Lotus jade-white, pearled with
dew,
Paulownia whose purple petals fall
When heart of friend to absent friend would call,
Poppy, Pomegranate, all the rest that grew,
Of unimagined scent and alien hue—
They would be only strangers after all.

So said my heart until the spring-time came,
And, nodding in the Chihli sun I saw
The lilacs bowing as they bowed before
The barn at home; and, spendthrift as of yore,
The yellow roses scattering the same
Gold petals that bestrewed the spring-house
floor.

THERE are other ways of lifting off the rooftops than that employed by "the devil on two sticks." This one from the London *Spectator* is not lacking in human sympathy.

DUSK

By Alexander Gray

When the daylight fades, and the moths flutter
over the phloxes,
And the bats come from secret places, and wheel
round the elm-trees,
This way and that, jerking and diving in silence,
Then in the cool of the day I walk in the garden,
Thinking of next day's task or it may be of nothing,
Watching the lights appear in the houses around
me,
Or in the streets below or beyond on the hillside.
Sometimes the blinds are drawn with a snap and
a gesture,
Screening the hearth from the eye of the curious
passer,
And sometimes the light shines out, as if bravely
proclaiming
That neither treason nor mischief is hatched in
this dwelling.
And as I look all around at the lights in the win-
dows,
Dumbly my spirit pleads at each house for
admission,
Like a moth vainly beating the pane in mean-
ingless envy.

And I lose my way in imaginings idle and baseless,
Asking myself of what drama each light is a
witness,
Of love and regret, of hatred, of sorrow and
meanness,
Of striving and toil, of weariness never far distant.
Here, I say to myself, in this room are two lovers
Wondering still at love, and warm in love's
laughter,
With bantering speech dissembling the love that
consumes them.
And there, it may be, are twain whom the years
have tormented,
Fretting now in each other's presence, and knowing
The music of love changed into harshest dis-
cordance,
And awaiting, although unconfessed, the great
Reconciler
To bring an uneasy peace—alas, for one only!
And here, I say, is one who lives for to-morrow,
Deaf to the world and the intercessions of pleasure,
With eyes intent on the distant summits of glory;
And there is one whose days are spent in remem-
brance,
Cherishing, unsuspected, the words once spoken
By a child or a lover whose name is buried for ever.
And there may be one who lives, if life you would
call it,
But whose soul has been choked by the cares of
the things that perish.

READERS who spend a sigh or more over the death of Maurice Hewlett (June 15, 1923) will read in the New York *Evening Post* this memorial of past delights:

MAURICE HEWLETT

By Marjorie C. Weirich

He hung a tapestry and hid the dark.
The weave made sanctuary, wherein I dwelt
With forest lovers, Prosper and Isoult.

Words were made flesh
And breathed in books.
Dead queens came crowding round to tell their
wrongs.
Scots Mary veiled her sea-green eyes
And gave her quair.
Bludgeon kings and heroes, slow of speech,
Craved audience of him.
And he cried them true.

That was the Hewlett of my youth.

And bitter sweet it was
To find him understanding,
When with Sanchia I learned,
In Sanchia's way,
The old delusion,
And the old, old pain.

Pinkish purple moths that flutter
And settle down in clouds along Devon lanes,
You are the weed, Rest Harrow.
Senhouse, gypsying, loved you, too.
Still he flung on upland and in hollow
The ice-blue flowers from Alps and Apennines.
Planting new Beauty that English hands may reap.

He breathed his soul into these wraiths.
And now *his* breath clouds not the glass.
Yet here in these green books
He lives!

JOHNNY WEAVER is fortunately not wedded to his idols of untutored speech. It is no barbarous alien who signs here out of the pages of the July *Bookman:*

FANTASY

By John V. A. Weaver

Stars—
If they could have a smell like flowers—

White, soft, sparklin',
So beautiful they hurt you—
Not proud and grand,
Just little and friendly—
Crowds and crowds of friends—

Night time by the river,
Stars all up above us,
Stars every side of us,
Like the whole Milky Way
Fell down around us—

And the way the blossoms smelled—

Stars—
If they could have a smell like flowers—

Honeysuckle!

WE have it on the authority of both G. S. B. and a native of Durham that the versified tale in our May 12 issue is to be found in the annals of that Connecticut town. We shall then accept this other "Conning Tower" (New York *World*) narrative as equally authentic:

A RIME OF AN ANCIENT GENTLEMAN

By G. S. B.

Timothy Dexter of Newburyport
Was a droll old scout of a good old sort.
He published a book did this choice old spark,
With no trace of a punctuation mark.
The critics might rave or readers complain.
And declare the proceeding scarcely sane;
Yet never a point did the book contain.

Some persons denounced him and others jeered,
But a new edition ere long appeared.
Points of all sizes and all the faces
That then could be found in printers' cases
Adorned an appendix, set closely spaced;
And over them all was the legend placed:
Just pepper the victuals to suit your taste.

Timothy Dexter of Newburyport
Was a gay old soul of a rare old sort.
For West Indian trade he laid his plans,
So he sailed with a cargo of warming-pans;
And when he discovered for things like these
No market at all in the Caribbees
His comment was merely, "We aim to please."

He removed the lids with a right good will,
And the pans he sold to a sugar mill
For molasses ladles. "Bring all you've got!"
They cried, and he went with another lot.
And he sold the lids to the native beaux,
Who wore 'em suspended from ear or nose
And asked, "Can you furnish some more of those?"

Timothy Dexter of Newburyport
Was a stanch old blade of a fine old sort.
They begged him to stay. "My regrets," said he,
"But Newburyport is the place for me.
Though I like it here, yet I aim to tack
For my native town on the Merrimac.
You'll please excuse me, for I'm going back."

So he sailed back home, where he lived in state,
With a coach and a poet laureate;
And he set up statues of men of fame,
With Timothy Dexter among the same:
And he wronged no man nor was sued in tort,
This blithe old fellow of a high old sort,
Timothy Dexter of Newburyport.

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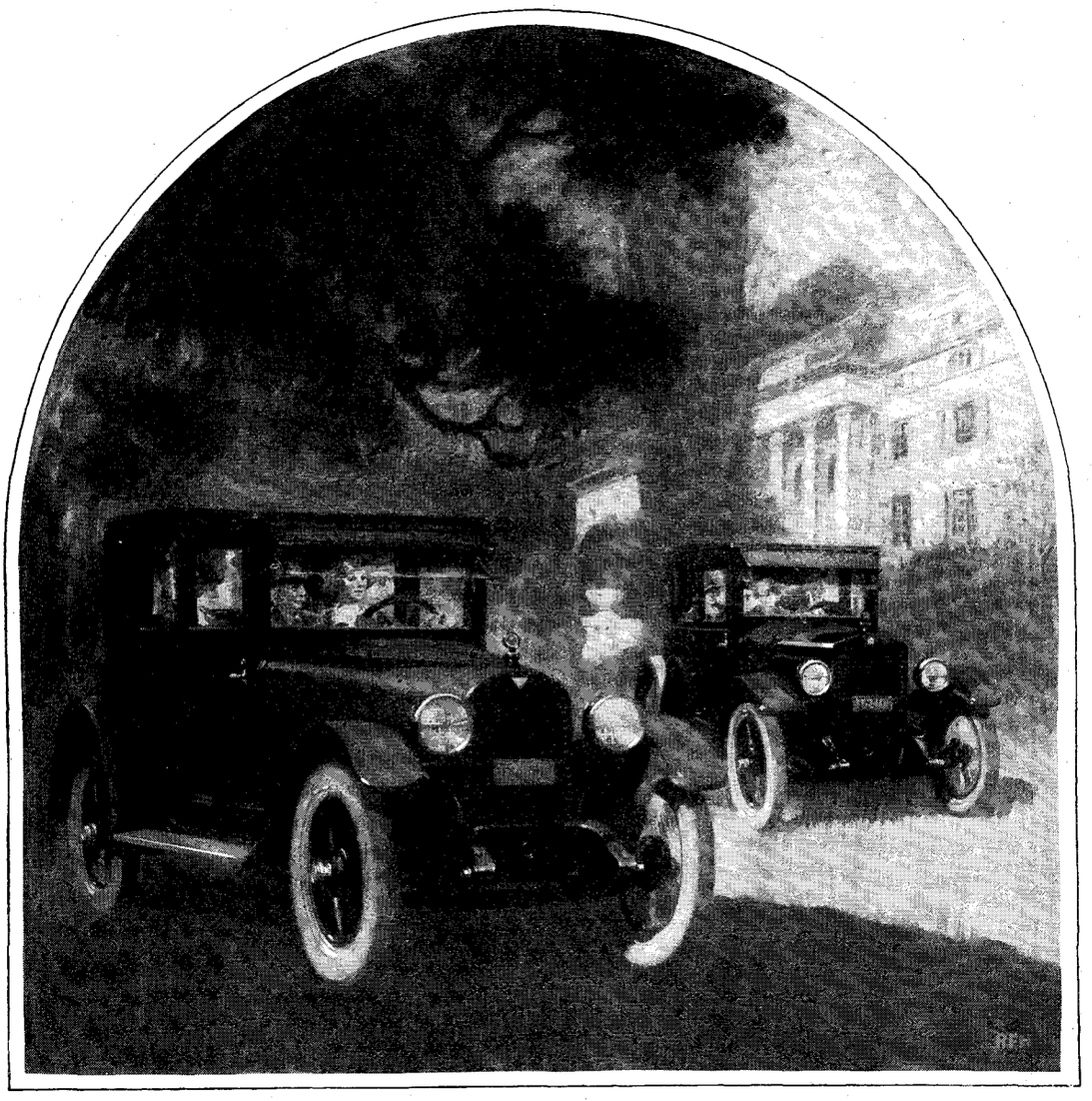

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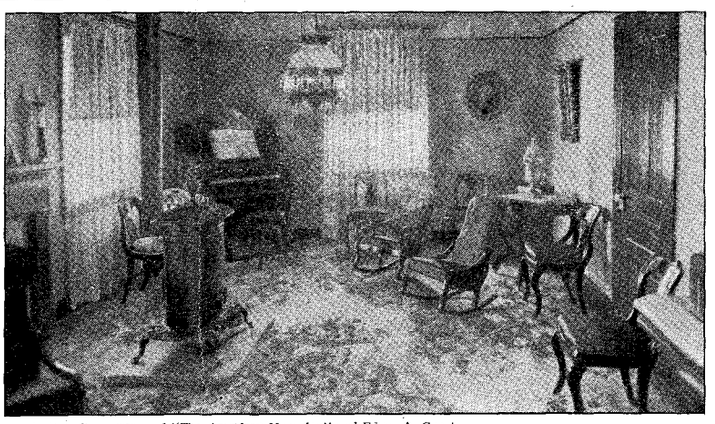
PERSONAL ▾ GLIMPSES

FORD'S PLATFORM OUT: "NO PLACE LIKE HOME"

HENRY FORD may have some unusual political views and business methods, but he seems "hopelessly" old-fashioned in his ideas on how to have a good time. Certainly the vociferous exponents of the Younger Generation will be unable to suppress a titter upon learning that this richest man in the world finds his chief delight in the inexpensive, staid, and quaint nineteenth-century custom of staying at home with the family at night and gathering the clan around an organ to sing a few hymns. Henry believes that there is no place like home, and believes it so earnestly that he devoted much time and money recently to rehabilitating the house at Dearborn, Michigan, in which he was born. After the work of restoration was complete he took there his friend, Edgar A. Guest, "the people's poet." As the two were standing in the parlor the following conversation occurred, as recorded by Guest in the current *American Magazine* (New York):



Illustrations by courtsey of "The American Magazine" and Edgar A. Guest

"BE IT EVER SO HUMBLE"

Henry Ford delights in family gatherings around the organ in this old-fashioned parlor of the house in which he was born.

"It's just about as it was in the old days," said Henry Ford quietly. "The sofa stood over against that wall and the organ in the corner. We used to have good times around that old organ, too. Young folks of to-day have different times, but no better times. This old house meant something to us all back then.

"Mother presided over it and ruled it; but she made it a good place to be. I don't know whether mothers of to-day are different, but it seems to me that a lot of people don't make use of their homes as they should. When they want a good time they go down-town, or to the club, or some other place to get it. That's all a mistake. The best times I have now I have at home with the family, and sometimes right here."

"Right here?" I questioned. He evidently noted the surprize in my face.

"Yes, right here. We were all over here last Sunday evening."

"All?"

"Yes, all. Mrs. Ford and I, and Edsel and his wife and their two little boys. We had the cook put up a supper for us, and we bundled into the car and drove over here for a good time."

"What did you do?"

He laughed at the question: "Oh, we sang a few hymns and talked and played with the children and lived over the week and all that had happened, and had a real good time together."

"Any visitors with you?"

"No. We don't need visitors when we have each other."

He looked at me intently for a few seconds as tho pondering a thought which had just come to him.

"Maybe, Eddie," he said, "that's what it is—what the modern family needs to learn—the art of being happy with each other. It was Mother's idea. More than once I have heard her say in this room that if we couldn't be happy here in this house, we'd never be happy anywhere else."

A deep-rooted fondness for home life may seem incongruous on the part of a man like Ford, who probably has done more than any one else to make home little more than a stop-over place, to be occupied in the intervals between automobile trips of one kind or another. However incongruous, this glorification of the family hearth may be a big asset to Henry if he finally decides to stop playing eeny, meeny, miney, mo with the Presidential possibilities and actually enters the race. Americans seem to be incurably sentimental over the dear, dead days when the family circle was more than a figure of speech, and it doesn't take much imagination to conceive of voters flocking to the standard of that candidate who chooses and exemplifies some such campaign slogan as "Home, Sweet Home," or "God Bless Our Home." The "down-on-the-farm" appeal, which is somewhat similar, already has been used successfully in many election battles. Who does not recall the countless photographs and stories of Calvin Coolidge, now Vice-President, helping cut hay in his father's fields?

It doubtless would be unfair to insinuate that Henry is parading an affection for the old homestead as a mere political maneuver, for we are told that behind and above this attachment to his birthplace is an enduring love for his mother, who died in 1876, when he was only thirteen years old. It is a description of this love which forms the basis of the article by Guest. To him Ford said: "I have tried to live my life as my mother would have wished. I believe that I have done, as far as I could, just what she hoped for me. She taught duty in this world. I believed her then, and I believe her now. I have tried to follow her teaching." In fact, it was "as a tribute to his mother that Henry Ford has restored the home she loved." Guest observes:

It stands to-day exactly as it was in 1876: if not with the same furniture, with exact reproductions. There is no evidence that she is no longer here. The rooms are dusted every morning; a cheerful fire is kept blazing on the hearth; the dishes in the kitchen cabinet are in their places, clean and ready for use. All that is missing is the mother's living presence, and those who are occasionally privileged to visit there must feel that her spirit is very near.

Can you remember the name and model number of the stove which stood in your sitting-room when you were a boy? Henry Ford could and did, and it took him eighteen months of constant and diligent search to find its duplicate.

But perhaps the stove was easy to remember. Then, can you remember the exact pattern and coloring of the Brussels carpet which covered the parlor floor of your home when you were a boy? If you wished to find one like it to-day, could you describe it to another so exactly that no mistake could be made either in pattern or color? Henry Ford could and did, and a woman near Rochester, New York, was able to find for him, following months of seeking, the very carpet he was after, with the big urn of the roses he had counted and admired as a boy.

A little to the left and center of the sitting-room stands the old Starlight Stove, Model No. 25, made by the Detroit Stove Works in 1867—not the same one Henry Ford had filled as a boy, but its exact duplicate, for which he conducted a nation-wide search.

The doctor in Stockbridge, Michigan, who sold a year or so ago a long-discarded stove for twenty-five dollars, has probably wondered since then whatever the purchaser wanted it for. If he should read this article it may come as a surprize to him and to all the citizens of Stockbridge to discover that the stranger

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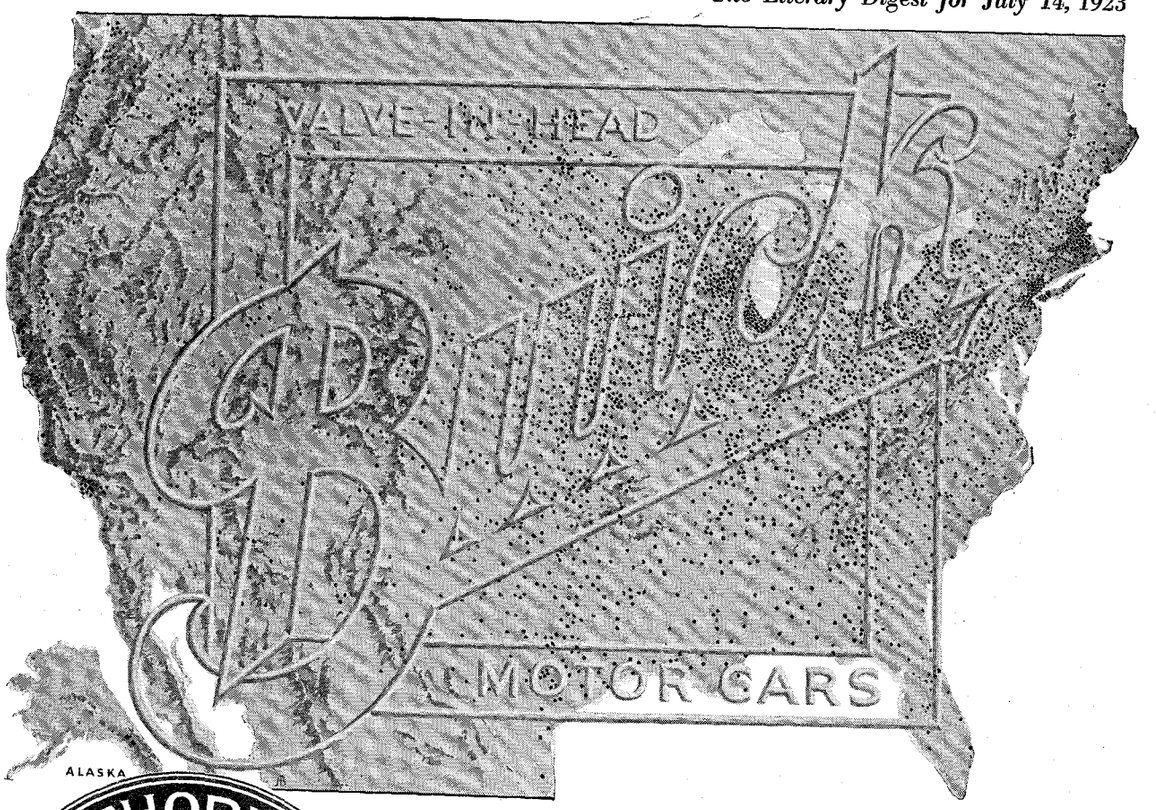

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This map indicating the location of all Buick Authorized Service Stations tells a comprehensive story. It portrays vividly why Buick is the ideal car for tours of every length, and for all kinds of motoring. Seldom needed, but always ready, Buick Authorized Service completes the motoring satisfaction of all Buick owners.

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who drove into town one day, dismantled that stove with his own hands, and stowed the parts of it carefully in the back of his car was none other than Henry Ford.

This will no doubt clear up the mystery of Stockbridge—the mystery of a man's tender regard for the rusted remains of a relic of the past which even the junkman would have scorned. To all except one man in this world that stove was valueless. To the one man it was priceless.

Henry Ford wanted it as a tribute to his mother.

This article may clear another strange occurrence in the northern part of Michigan: One summer day about three years ago, in that part of Michigan which forms the great thumb along the shore of Lake Huron, an automobile was seen to stop suddenly. Then it was backed over the road for several hundred feet. Out of the car stept a man who hurried to something which looked like a long-discarded stove buried in the sand. But little of it was visible, merely the rounded side being exposed to indicate what it might be. The man summoned his companion, and the two worked for more than an hour to remove it. Under the hot sun they dug and scraped away until at last the thing they sought was exposed to view. The elder man looked it over carefully, shook his head a little sadly, spoke to his companion, and the two of them climbed into the car and drove away.

The man was Henry Ford; his companion, his son Edsel. Henry Ford was seeking a tribute for his mother, and neither time nor back-breaking work under a hot sun could prevent him from getting it if it were possible. He had been taught by that mother that what he wanted he must earn.

"And a curious thing about that buried stove on the shore," said Henry Ford the other day, "is that it was a Starlight stove, but not a model 25. It was smaller than the one we had in our sitting-room."

"SHE TAUGHT DUTY"

And her son, Henry Ford, says, "I have tried to follow her teaching."

Very appropriately, over the archway leading into the parlor is an old-fashioned sampler in a thin black frame. Worked in red thread is the motto: "There is no Place like Home." Guest informs us that "it was the belief of Henry Ford's mother. To-day it is the belief of the son." The success of the rehabilitation leads the writer to exclaim:

I could easily imagine that Mary Litogot Ford that very morning had dusted and swept in every nook and corner. The old haircloth sofa and chairs stand in their places, prim and straight. The son has had them put in excellent repair; the walnut backs and sides shine as the mother would have them shine. Could she come back to-day she would take pride in her possessions as she took pride in them of old. She would thrill with joy to see her things, beautiful to her eyes once, and beautiful still to-day. If scornful hands ever have swept them away tenderer hands have recovered and reclaimed them. Some of the trinkets have been lost; fashion has crusht out of existence others of her possessions; but against the sweep of time and the ruin of decay one thing remained—the son's memory of them all. Either the actual thing she loved is back in its place or its exact counterpart is there.

Could Mary Litogot Ford come back to that little country home she once loved so well, she would find it exactly as it was. She would not know that the styles have changed. She could go about her work as usual, and find everything in its place. Perhaps she might marvel at the splendor of her writing-box, bound with brass at the corners and with brass hinges, for it has been restored and renewed, but she would recognize it as hers. Nor could she complain of the housekeeper who has been in charge during her absence. That work she loved so dearly to do and took such pride in is daily taken care of.

Mrs. Ford was a typical American mother, one who kept her house spick and span and who believed in inculcating in children obedience and a respect for duty. Her son adds that altho "all children try to fool their parents, more or less," she "seemed to know without asking what we had been up to. She anticipated us. She could read our minds." For instance, Ford declares:

"I remember one morning in the spring, as we were at breakfast, she turned to me and said:

"'Henry, you are not to think of going swimming with the other boys after school. It is much too early, and the water is still too cold. Now, mind me! You come straight home this afternoon.'

"Mother was 'on' to me, but I never knew how. I had never mentioned swimming. It had been a beautiful week and we boys had planned among ourselves, if the weather continued warm, to try the old swimming place that afternoon. It was our secret, for we knew our parents would never consent if we suggested the idea. . . .

"We used to carry our lunches to school. Mother was not a believer in fancy cakes for children. She gave us plain, wholesome food, not so sweet to the taste, but better for health—good bread-and-beef sandwiches. One of my boy friends came from a cake-eating family. His lunch was mostly rich cake with plenty of frosting on it. I liked the taste of that better than bread and beef and, being fed up on cake, he liked a good sandwich for a change. So I swapped him my sandwiches for his cake, and thought I was making a good trade. But I went home sick one day, and again I learned I couldn't fool my mother.

"'Nothing I gave you would make you sick,' she said to me. 'You've been eating something you shouldn't—probably pie or cake you got from another boy. Stop that from now on.'"

On their visit to the house Ford and Guest "climbed the old-fashioned straight and steep stairway" and reverently entered "Mother's Room," in which the automobile magnate had been born. The writer goes on:

The bed, the chair, the bureau, and the baby's crib are in their places as she left them. The bed is kept made up, with her counterpane upon it. The little stove, which was used on cold winter mornings, merely to take the chill off the room, is still there. From beneath the bed a pair of old-fashioned embroidered slippers looked out at me. She might have left them there that very morning.

Mr. Ford spoke but little while we were in there. I tried to keep up the conversation, but I made a poor job of it. He walked over to the bureau and began to look through the drawers. I followed him over and he said to me:

"Some of her Paisley shawls."

"Were they all hers?" I asked.

"No, no," he replied; "but much like those she once had. I have her shawl, but it is not in good condition, so I have put it away. These are some I've picked up from time to time, because she would have liked them, and I just keep them here."

Along the hallway ran the stovepipe which was supposed to warm the up-stairs. I joked about that old idea, and he said:

"Well, it helped a lot, at that. I don't remember that we ever suffered from the cold. Of course we were young and full of red blood, and we drest in a jiffy."

When Guest innocently asked, "What chores did you have to do?" he obtained an answer which may contain the real reason why the inventive genius of Ford took the turn of devising a vehicle to supersede the horse. The development of the automobile under Henry's guiding hand seems largely motivated by revenge on Old Dobbin, because, as Ford confesses:

"My chore was to take care of the horses. I didn't like that job then and I wouldn't like it now. Almost any other job on the place would have pleased me better; but Mother held me to that job because she knew it was better for me. She taught me that disagreeable jobs call for courage and patience and self-discipline, and she taught me also that 'I don't want to' gets a fellow nowhere.

"I didn't want to take care of horses, but I did take care of them and I did learn how. It may seem strange that a boy brought up on the farm as I was should say this, but I was never fond of horses in the way that many are. I never really made friends with them. My dislike for my chore may have had something to do with that; but it was my work and I was made to do it, and it was for the best."

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Prices f. o. b. Flint, Michigan

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SUPERIOR 5-Pass. Touring	525
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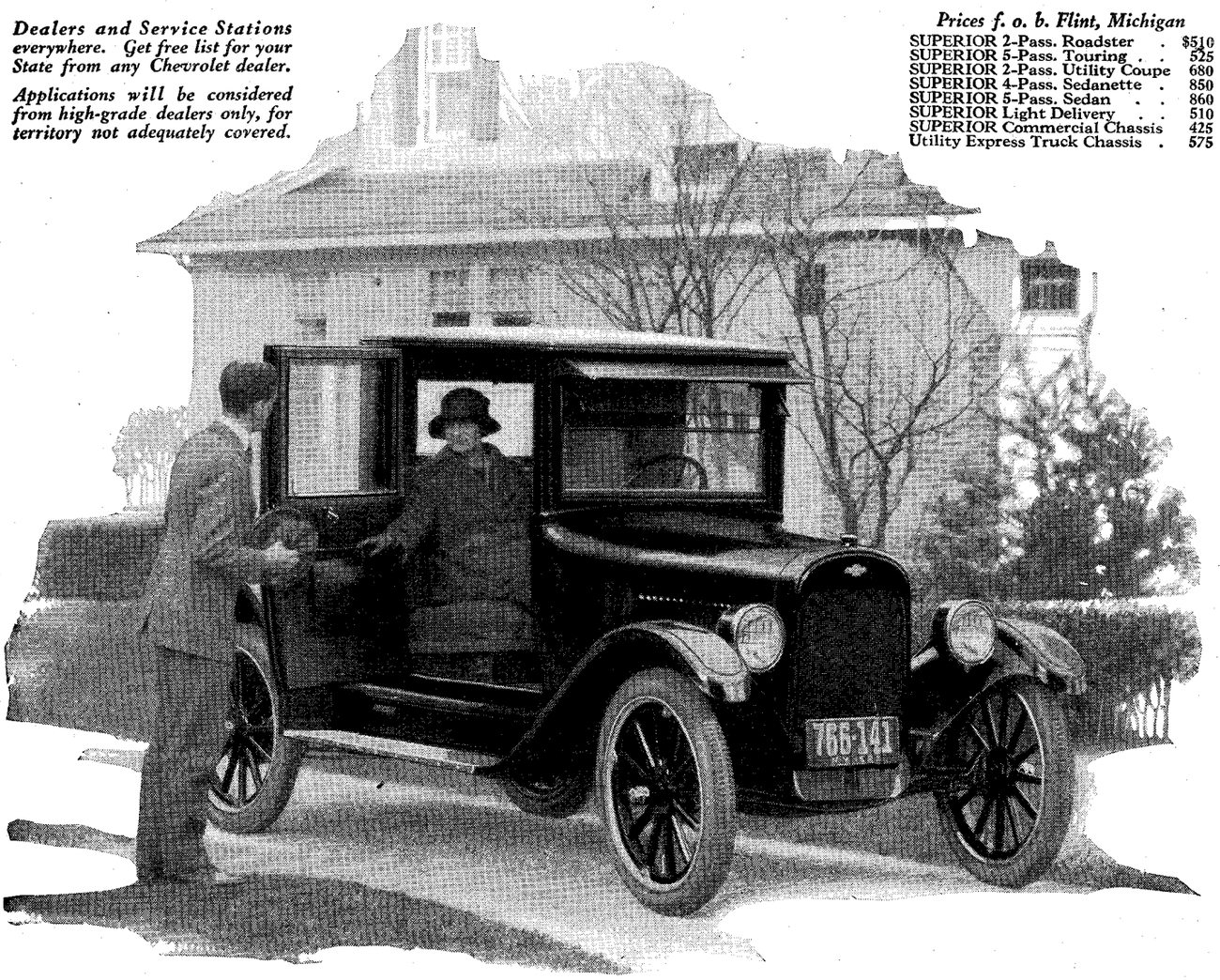
SUPERIOR 4-Pass. Sedanette	850
SUPERIOR 5-Pass. Sedan	860
SUPERIOR Light Delivery	510
SUPERIOR Commercial Chassis	425
Utility Express Truck Chassis	575



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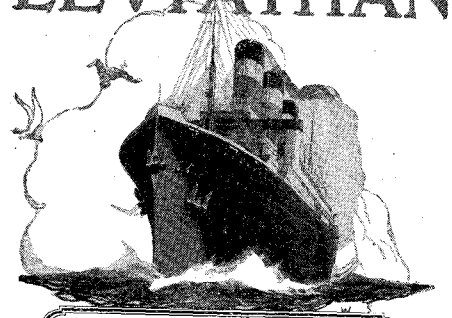
LEVIATHAN



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GOLF SUITS SUIT NON-GOLFERS

IF you see a man in a policeman's uniform it is a pretty safe bet that he is a policeman, and if you see a man in overalls it is not rash to assume that he belongs to the honorable ranks of those who labor by the sweat of the brow, but if you see a man (or woman) in a golf suit, it is almost equally certain that he (or she) does *not* know anything about golf, according to salesmen in clothing-stores. Knickerbockers, "knickers" for short, are the most distinguished and most distinguishable feature of a golf suit, of course. Indeed, one who sees the ever increasing favor in which these abbreviated trousers are held by New Yorkers of every class, age, and sex, does not need recourse to a history book to learn why Father Knickerbocker is the patron saint of Gotham.

The situation is so acute now that golf togs are even fitting (tho baggily) for wear in such proletarian places as automat restaurants and the exceedingly democratic strands of Coney Island. The extent to which the golf-suit mania has gript the imagination and purses of "hoi polloi" is told in interesting fashion in a New York *Times* story, where we read:

"What is this game of golf, anyway?" the plasterer asked the clothing store salesman who was trying to impress on him the advantage of ease and sartorial propriety attached to a four-piece golf suit.

"Dan Daly once described it as a game in which you hit a ball and if you find the ball the same day you hit it, you win," replied the salesman.

"What do you care about the game? You want a comfortable suit that looks swagger and is up-to-date. Anybody who plays golf will know you're not a golf player when they see you in this. But what do you care about them? Those who don't play golf are in the majority and they are wearing golf suits. They're the ones whose opinion counts. Look at that jacket! You can bend down and pick up a pin without hearing the shoulder seams give. If you don't want to wear the knickerbockers to Coney Island on a Sunday outing—sure—golf suits are just as good form at the seashore as they are at a nickel-in-the-slot restaurant—you wear the long pants and take short breaths."

"But you have to wear those long, thick, woolly stockings with them," objected the plasterer. "They look sissy."

"If you wear socks you're likely to get your garters caught in the wheels of the Kiddie Kar," said the salesman. "Sissy! Look at the Scots. They wear them. Nothing sissy about the stuff they're turning out these days. Come on, be a sport."

The plasterer was a sport. He bought the golf suit.

As any one could have guessed in advance, women are mainly responsible for the present epidemic of golfing togs. It may or may not be true that "clothes make the man," but it seems indisputable that the more or less fair sex determines what clothes shall be used in the process. In this case, tho, the women did not dictate directly the styles to the masculine portion of the population; they merely started to wear knickers themselves, with such obvious comfort and enjoyment, that mere males became envious and finally succumbed to the lure of the new-fangled outfits. *The Times* story goes on:

The women started the fad. Around 1918 they began wearing sport hats and sport shoes with everything except a ball-gown. Then they appeared in sport skirts. Then came sweaters and the flapper with the shortest of skirts, who combined them all. The stenographer of to-day, as she disposes of a hearty meal consisting of two nut sundaes and a glass of water, needs only a tennis racket to step on the tennis court. Half the women in Broadway could go canoeing or golfing without changing a stitch. The college girls stride down Fifth Avenue in knickerbockers as if they were starting on a hike or for a camp instead of being merely bent on a shopping tour. Sport suits, blouses, jackets and skirts in vivid colors, stripes and woven patterns are as numerous at the theater and the restaurant roof as summer evening-gowns, and the hotel lobbies look like the veranda of a country club.

Now the men have followed the lead of the women. They wear golfing knickerbockers, with tassels dangling from their stockings, to the Polo Grounds. The women go bare-armed, bare-bosomed, and put a fur around their necks. The men wear B. V. D.'s and woolen stockings. Nine chances to one when the clerk takes off his coat in the office he will display an elbow-sleeved tennis shirt. Instead of the light-soled leather heels of yore he wears golfing shoes with gum or rubber soles an inch thick on the flagged sidewalks.

In all fairness it must be added that women are not the only ones to be blamed or praised for the latest style in men's raiment. Our old friend Psychology, which is an excellent explanation of everything unexplainable otherwise, comes to the rescue this time also to account more fully for the sartorial "horrors" now exposed unblushingly by dishwashers as well as dudes, and clerks as well as collegians, along the highways and byways of New York. From the salesman quoted in the newspaper we learn that—

"There's no doubt about it, sports have a psychological effect on fashion. Remember the time when the man who owned a rowboat wore a yachting cap? In the late '80's no young man was correctly drest in summer unless he wore a tennis sash. Now it's golfing togs you see at the seashore and mountain resorts, and men of sixty, tho they may never grasp a brassie, are not averse to displaying well-preserved calves as they sit in their beach chairs.

"The psychology of it is this: Golfing clothes spell ease and freedom of movement and in name associate themselves with luxury and relaxation from the daily grind. Just as sport clothes, by their cut and texture, make the woman feel that she is sharing in some of the delights of the country club, tho she may be taking the dictation of a heat-irritated employer, so the clerk or the artizan enjoys, in wearing knickerbockers, the sense of having at least one of the perquisites of the idle elect. Just as they have discovered that golf has some merit as a game, so they have learned that the clothes that are synonymous with it exert a pleasing mental influence."

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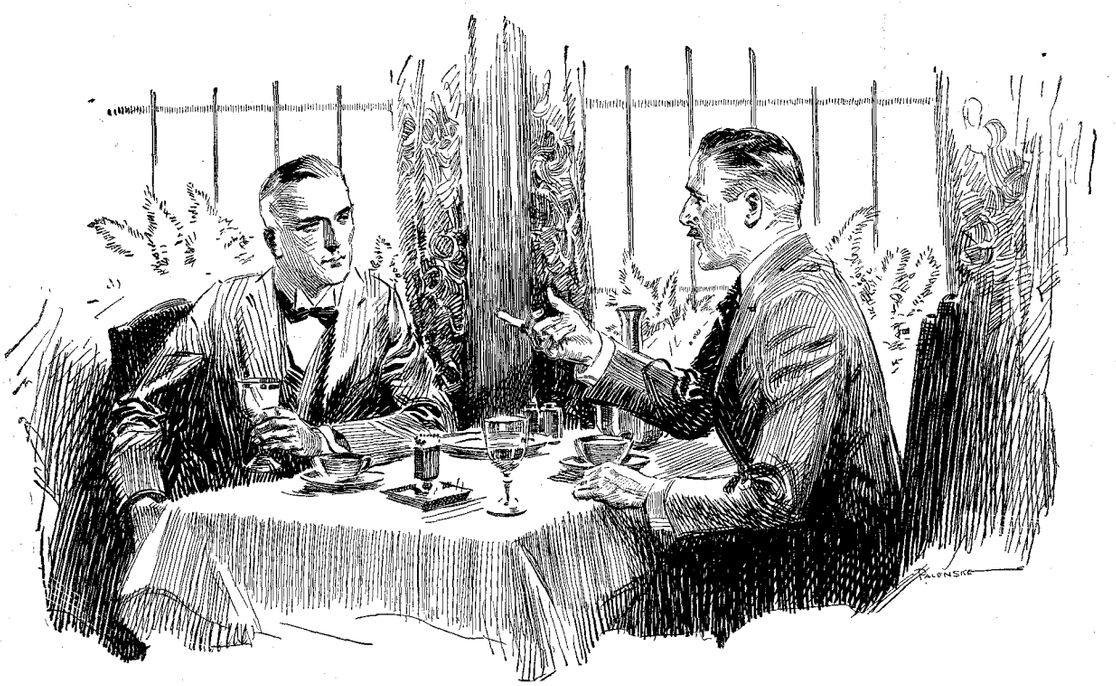

"I was amazed to hear the way he talked about it"

"I was lunching with French, of the French Machinery Company,—you know him!"

"I should say I do—he's the hardest-headed buyer I ever sold."

"Well—we were talking over a mixup in his Western Branch and for once he forgot the business in hand—got to talking that low-overhead hobby of his, applied to automobiles.

"You know what happened at the French plant when they brought out that low priced farm engine. It was a big seller from the start—they had to build an addition to the plant. In less than a year the new volume cut overhead to where he was making an enormous profit on his high priced engine. You can imagine how pleased he was.

"Instead of sticking the extra profit in his pocket as you might expect—French had a different idea. He said it gave him the chance he'd wanted all his life—improve his big engine to stand up with the highest priced in quality and still sell at the old price. When he got through—it was the talk of his trade. They'd never seen such engine value before.

"Perhaps you've heard old French complain about the high price of really fine cars. Says they're expensive because their volume is small. Couldn't understand why someone didn't do the same in the automobile business as he had with farm engines. But he says now, that at last he's found one maker who has done it."

"Who is it? That's a real idea!"

"Well—French looked into it thoroughly and says the Paige people are doing the same thing that he did with his farm engine. They started building a smaller car, the Jewett, to sell for around a thousand dollars. The public took to it almost overnight—in a little more than a year they have sold over 40,000 of them. You can see what that would do to the overhead on their yearly production of 10,000 Paige cars.

"Like French, they decided to put their profits into bettering the Paige. French says, under any other conditions, a car like it couldn't be sold for less than $3000."

"What's the price?"

"The fact is, they don't sell just a bare car—it comes equipped with all the accessories you'd want, from spare tires and bumpers to a cigar lighter. And all that for $2450."

"That's business-like—but what kind of a car is it?"

"If you take French's word for it—and he ought to know—it's just about the easiest driving, most comfortable car you can get. Honestly, Drake, I was amazed to hear the way he talked about it. Wheelbase of 131 inches and rear springs more than 5 feet long! He says it rides easier than any car he was ever in. That hood is just filled with motor—why, it's 70 horsepower! He says he has power for anything—there isn't a hill around here that he can't take on high. Took his family on a 3500-mile circle tour of the East before he had the car two months and they never looked at the motor except when they put in oil."

"That sounds interesting! I've been hearing about it—even my wife's been talking about its smart appearance. Let's go round to the Paige dealer's and get a ride." [474-A]

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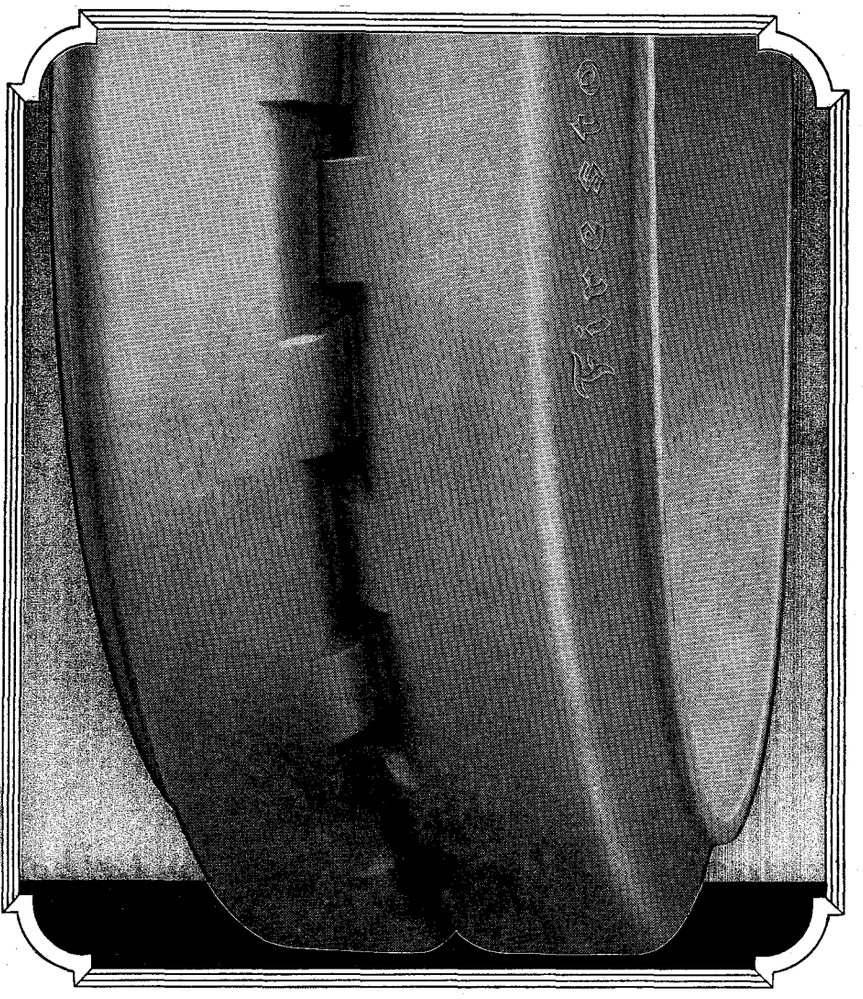

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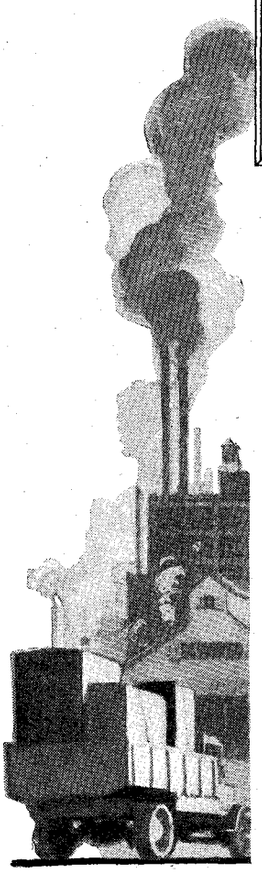
DEVELOPMENT of the Heavy Duty Cushion by its performance proves to the satisfaction of thousands of the most exacting operators, that maximum traction can be combined with long uninterrupted mileage.

The extraordinary road grip is apparent in the first mile of operation. This tractive power adapts itself to the load carried, the resilient rubber forming, as needed, a broader, firmer road contact.

At the same time the powerful cross bars are forced against the road, providing further security from slip, spin or skid.

In the Heavy Duty Truck Tire, resistance to wear has reached the peak of present day performance. Chipping, cracking and cupping—all the ordinary forms of abrasion and deterioration are practically unknown.

There is a Firestone Truck Tire Dealer in every trucking zone in the United States with every facility, including hydraulic press, for application of tires. Thousands of other truck tire dealers are located in practically every town and county to give you advice and facilitate service that you may benefit by the material reduction in your truck operating costs.



CUSHION—TRACTION—MILEAGE

Firestone

TRUCK TIRES AND TRUCK TIRE SERVICE

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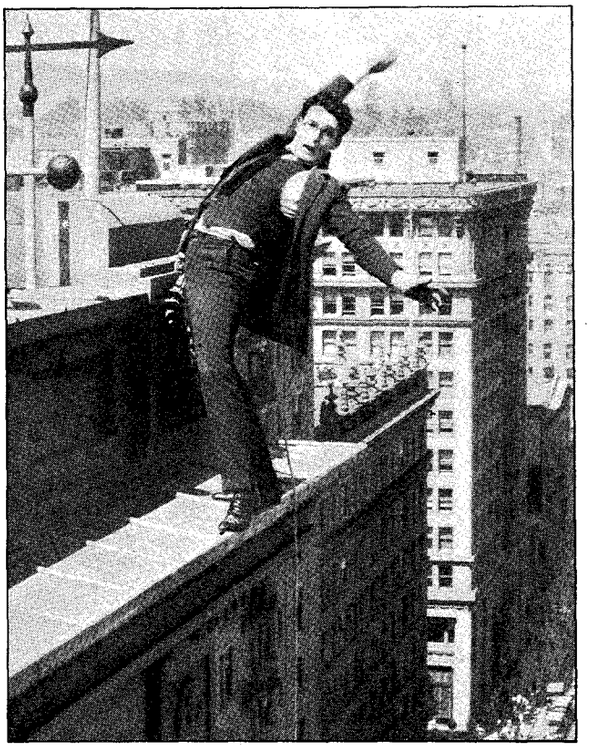
SAFETY-FIRST STUFF IN "SAFETY LAST"

MOVIE FANS know that things are not always what they seem and that the film camera plays some queer tricks, yet thousands who saw Harold Lloyd in "Safety Last" probably felt assured that in this case, at least, no photographic deception was possible. The screen comedian was



WHAT THE MOVIE FAN SAW

Harold Lloyd is portrayed as balancing himself precariously on a ledge from which a slight misstep would have hurled him twelve or fourteen stories to the street below.

portrayed walking along the narrow ledge on the top of a skyscraper, and the same view showed the crowds and the traffic in the street twelve or fourteen stories below. But, alas, the much-disillusioned fans are in for another jolt, this time in the form of an article which points out that altho Lloyd did take some big risks, he was not quite so foolhardy as he appeared to be. In the current *Picture Play Magazine* (New York), Edwin Schallert says of this famous actor: "Of course, not all the stunts that show on the screen were actually performed by Lloyd himself. He admits quite freely and willingly, I believe, that he wouldn't have been such a perfect nut as to do all of them." The manner in which the dear public apparently was once more gently hoodwinked is described by the writer, who remarks:

I was calling on a man whose office was on the top floor of one of the down-town buildings in Los Angeles. In front of us yawned the mighty chasm of the street. Out of it came the roar and clangor as of may rushing waters. The mad turmoil of midday was on. Cars clanged across intersections, automobiles fought their way toward street-corners, people dashed in haste, or else slowly moved along in turgid shopping groups. The eye took in the whole picture at a glance, for we were all of twelve stories above the street.

But we did not heed the familiar sights. Our gaze followed the upward direction of a stenographer's pointing finger, and rested on the top of the office building directly opposite.

"There!" she exclaimed. "Right above the roof!" as we strained our necks upward.

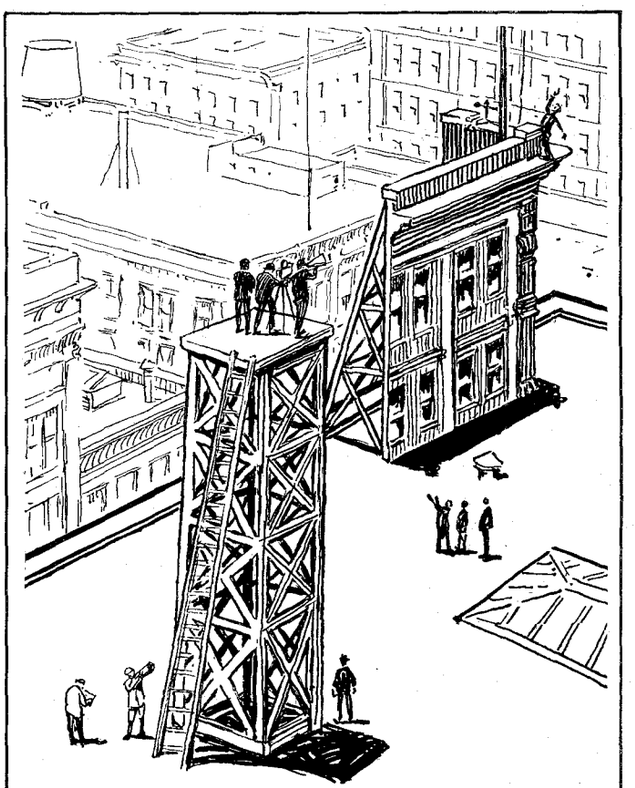
Sure enough, there he was, a young man with horn-rimmed spectacles, perilously balancing, dizzily swaying at a seemingly terrible height on a sort of parapet or ledge. Harold Lloyd—there could be no mistake! He was on top of a roughly built wall-like structure, which had apparently been left incomplete, for the scaffolding was still showing. It was close to the outer edge of the building and rose for all of two stories above the roof, and if the comedian had slipt and fallen, it certainly looked as if he might be in danger of tumbling nearly fourteen stories to the street. We noted, however, that he had some protection, afforded by a sort of narrow platform that jutted out a few feet in our direction, but—except for a rather shaky extension of the parapet on one side—this had neither fence nor rail to which he might cling in case he lost his balance or stumbled and fell from the parapet.

"High and dizzy again!" the office girl exclaimed. "Gee, what a nerve!" It was thrilling enough to be sure, but after the first rush of excitement was over it all began to look very strange and puzzling instead. I couldn't quite make out what it was all about.

What struck me as remarkable, was not the apparent daring of Lloyd. That, I realized, was considerable of its kind, tho he was not really doing anything extremely hazardous for one accustomed to taking moderate risks. More puzzling to me, after a moment, was the fact that the back of the set was apparently toward us. I couldn't for the life of me make out what the comedian was trying to do. I couldn't see how he expected to be photographed to any advantage, for to all intents and purposes the false structure on which he was standing faced in a direction different from that of the building on which it was located, and I couldn't, therefore, understand why it should not have just as well been built on the ground.

I could glimpse the camera high up on a platform to one side, on top of the same building, but that didn't help to solve the question in my mind. Because it didn't seem that from that angle they could catch more than a corner of the contraption on which Lloyd was working.

The answer to the riddle was obtained when Schallert and his companion went over on the roof of an edifice on the next corner, for—



HOW THE MOVIE STAR DID IT

This dummy structure, erected on the roof of the skyscraper, takes some of the risk out of the stunt.

On arriving at the top of the building, which was to be our new point of observation, we found our position a more advantageous one in nearly every respect. Altho we were now at some distance from the actual set—in fact, about half a block away—we could see the front of it distinctly, for it was now facing toward us. We looked over the rear of the building on which it was

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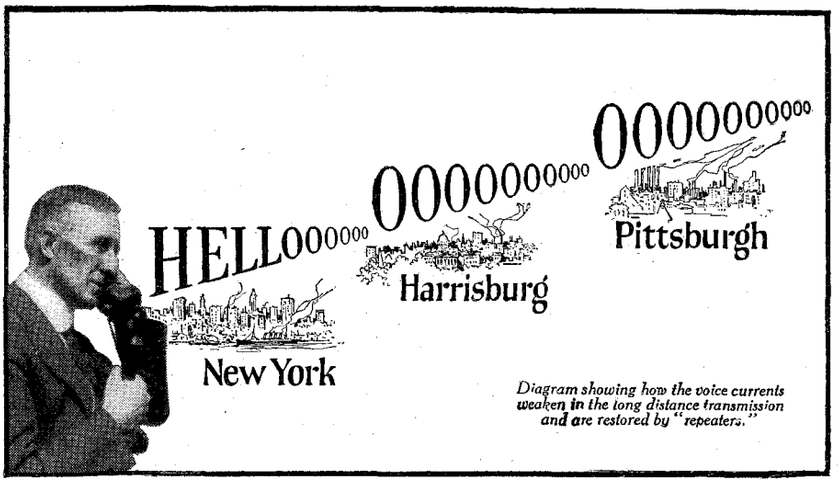

Diagram showing how the voice currents weaken in the long distance transmission and are restored by "repeaters."

Mastering Nature's Forces

Without the telephone "repeater," the entire electrical power available on the earth would not be sufficient to make trans-continental speech commercially possible. The three thousand repeaters now in use on Bell System long distance lines have increased the talking range of every telephone by thousands of miles. By making possible the use of smaller gauge wires, repeaters have kept down the cost of equipment by millions of dollars.

The repeater is only one out of scores of scientific developments of equal or greater importance in the advancement of telephone service. Bell System progress has been a continual encounter with seemingly impossible barriers, and a continual finding of new ways to overcome them. Each step in extending the range of speech has come only after years of study. Each important piece of telephone apparatus has had to be created for the need. Each working day this pioneering goes on. Nature is harnessed to a new duty and mechanical ingenuity improves the tools of service, as fast as science finds the way.

Not only is the Bell System daily conducting research within its own nation-wide organization, but it is studying the discoveries of the whole world of science for their possible application to telephone service. Only by such eternal vigilance has the United States been given the best and cheapest telephone service in the world.

"BELL SYSTEM"

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

AND ASSOCIATED COMPANIES

One Policy, One System, Universal Service, and all directed toward Better Service

PERSONAL GLIMPSES

Continued

situated, instead of toward the façade, and could therefore behold all that was previously hidden.

We made out that the set was designed as part of an office building, showing the two topmost stories. We could even dimly descry the window-frames and the shades. At the top there was a sort of ledge running round, on which, as we observed, Lloyd was now going through some new antics, principally, as far as we could tell, endeavoring wildly to dodge a rotating weather-vane.

We also noted, and with growing interest, the position of the camera. Here we saw some light at last in our bewilderment. We observed carefully that this camera was about on a level with the set, on a sort of raised platform, and we determined from its position that not only was it photographing the replica of the office building that had been constructed for the picture, but that it was also catching on the celluloid the buildings on the opposite side of the street, and a little of the street itself. Some one then suggested that there was absolutely no doubt but that by some means or other the top stories of the trick office building were made to merge on the film with the buildings opposite, and that this was apparently not done by any double exposure. . . .

There are one or two risks that were taken by doubles, I am sure, and the first four or five stories of the climb, that is a good deal of the straightaway from the ground, was probably done by a professional human fly, because there was no trick photography, such as double exposure, about this picture.

However, Lloyd himself was away up in the air most of the time. Once, as a matter of fact, he actually endangered his neck, I am told, and several times, if he had lost his balance while cavorting on the edge of the ledge where we watched him, he would have saved himself from a sprained back and possibly several broken bones—due to a fall of about two stories—only by a quick jump to a near-by platform, and once—but never mind.

The real building which Lloyd selected as the one that he would appear to climb on the screen was well situated for his eventual purposes. It was within a block or so of a turn in the street, and consequently, as photographed for the screen, seemed in a slightly different position from the buildings in the background—that is, as regards the street. Much hinged on this original choice, for, if need be, the subsequent sets that were built on the tops of various buildings did not have to appear in perfect alignment with the buildings across the way.

If you will observe closely the still photograph which shows Lloyd swaying on the ledge you will note a slight discrepancy in the position of the set and the buildings across the street—that is, the set does not appear to run quite parallel with them. . . .

You'll have to have a quick eye to catch this. And the probabilities are that unless you have, you'll miss this point altogether, unless you sit through the picture a second time just for this purpose.

"Safety Last!" Well, maybe you'd call it that. But Lloyd would likely refer to it as "Safety, at Last!" and he is just now declaring that he absolutely and positively is not going to make another thriller like this.

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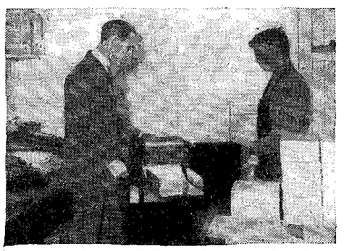
The Pacific Coast Sells with THE NEW MULTIGRAPH



A typical Multigraph Department equipped with $150 Multigraph and Typesetter. Requires a minimum of space. An investment that pays for itself over and over again.

With power-driven Multigraph equipment your department can be arranged like this. Thousands of users have learned the economy of Multigraph-ed Direct Mail Advertising.

Here's our newest book, "Definite Facts," a title descriptive of its contents. Tells about many of your business neighbors—and tells the truth. Eight pages of pictures, etc., that cannot be disputed.

The evidence at hand makes it look as though *everybody* on the Pacific Coast sells with the Multigraph. This can't be true, of course; but just look at the different kinds of businesses that *are* using it, and see what they say about it:

AUTOMOBILES: "I believe I can lay claim to being the most skeptical prospect you ever sold. One by one you proved your claims."

BONDS: "We prepared copy and that night the message was in the mail. Results were prompt. That, to us, is the important thing."

BANKING: "Having the Multigraph in the office has meant the difference between whether we would have a bond issue dragging along or moving rapidly."

NEWSPAPER: "We have recently become the largest afternoon paper. We owe no small part of this record to the Multigraph."

INSURANCE: "The Multigraph has undoubtedly made the salesmen's work easier, and we want you to know it."

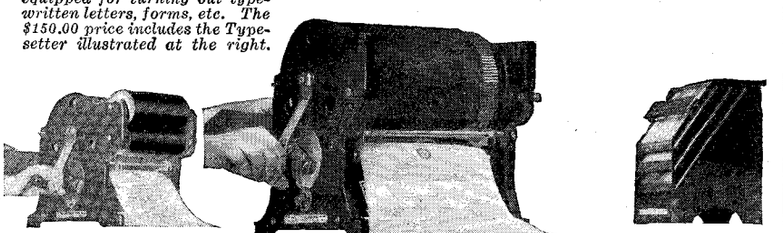
MEN'S FURNISHINGS: "It is an advertising medium in itself. We expect to spend 30% of our advertising appropriation via the Multigraph."

DRUGS: "With the Multigraph, a man can act while the idea is in his mind."

Users in every line of business—*yours, too*—tell the same kind of a story. "Our only regret is that we did not wake up years ago." "One year after we began to use the machine our business had grown so we were compelled to install a second, keeping both running eight hours a day." "We find our Multigraph is turning out our jobs at one-fourth our former cost."

We want to send you a copy of "Definite Facts", which goes into considerable detail about the place the Multigraph plays in Pacific Coast business. And we'd like, too, to have a representative tell you the Multigraph story. It's easily as much to your interest as to ours to hear it. Will you send in the coupon?

This is the New Multigraph equipped for turning out typewritten letters, forms, etc. The $150.00 price includes the Typesetter illustrated at the right.



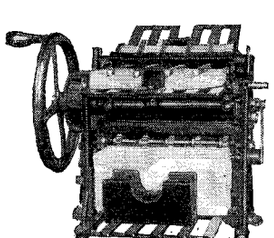
The two-roll Printing Ink Attachment, easily and quickly attached to the New Multigraph, $35 additional.

This is the Multigraph Typesetter, which makes it easy to set type for the Multigraph.

$30.00 DOWN
Balance on Easy Terms
or $150.00 CASH

Prices in Canada: $38.00 down; cash price $190.00. Printing Ink Attachment $37.50.

The MULTIGRAPH Folder Junior



Companion equipment to the New $150 Multigraph; has a folding speed of 4,800 pieces per hour, hand operated. A folding machine for office use at the lowest price for which a practical folding machine has ever been sold.

Price $100.00 (in U. S. A.)

The American Multigraph Sales Co.
1804 East 40th Street, Cleveland, Ohio

Have a representative show me (without any obligation) the New Multigraph and explain its possibilities in the.....business.

(*Be sure you indicate your business.*)

Name.....

City.....State.....

Street.....L. D. 7-14

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He found it in Valparaiso

Then he headed north and found it up near the "jumping-off place"

No matter what part of the world you may find yourself in, few things make you feel more at home than to walk into a store and discover your favorite smoking tobacco for sale.

With your favorite tobacco in your favorite pipe, life is worth living in almost any corner of the globe.

This thought was inspired by the following letter from Mr. Bromley, an Edgeworth smoker from Fort Wayne, Ind.:

Larus & Brother Co.
Richmond, Va.

Gentlemen:

In some of your advertisements from time to time I have noticed letters from different users of Edgeworth Smoking Tobacco and I wondered if anyone ever had a more varied experience than I have had.

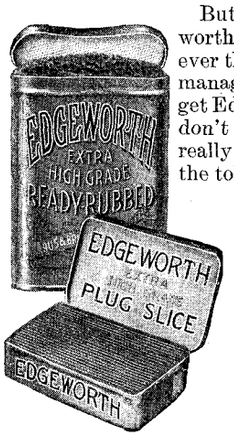
When in Valparaiso, South America, I could get it; and when I was as far north as a man could well go without going to the "jumping-off place," I could get Edgeworth Ready-Rubbed.

I have an old briar that I have had for ten years and it never had a crumb of any but Edgeworth in it.

If that isn't going some, "you tell me."

Yours truly,
(Signed) W. E. Bromley.

If Mr. Bromley makes frequent skips from continent to continent, his record of keeping all tobacco but Edgeworth out of his briar is indeed noteworthy.



But as a rule Edgeworth smokers, wherever they are, generally manage to find a way to get Edgeworth, for they don't feel as if they are really smoking unless the tobacco comes from a little blue can.

If you are not an Edgeworth smoker, send your name and address to Larus & Brother Company, 5 South 21st Street, Richmond, Va.

You will receive almost immediately free samples of both Edgeworth Plug Slice and Ready-Rubbed. Then you can judge for yourself what you think about this tobacco that so many smokers claim gives complete pipe-satisfaction.

If you will include the name and address of your regular tobacco dealer, your courtesy will be appreciated.

To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

FROM BROKERAGE HOUSE TO "HOT DOG" STAND

WHEN bucket-shops and other shady brokerage houses go to the wall, as they have been doing with disconcerting frequency of late, the head of the company usually gets much undesirable publicity. A few of these financial "wizards" eventually land in jail, but the majority suddenly drop out of the public view without suffering the ignominy of a prison sentence. Where do they go? Many times, and far more often than the public suspects, perhaps, discredited brokers really do undergo an apparently humiliating degradation. One such case, as uncovered by the New York *Evening Post*, is that of a former brokerage house president who has risen to being the lowly proprietor of a "hot dog" stand on Long Island. We read that—

Out near the waters of Jamaica Bay a young man of dignified bearing is standing to-day behind the counter of a little refreshment stand. He speaks courteously as he sells penny candy to children, or cooks a "hot dog" for the sandwich of some workingman. Two years ago he was the head of a Consolidated Stock Exchange firm that was doing a business of many million dollars. Last year the firm crashed into bankruptcy with liabilities in the neighborhood of $2,000,000. His name is Roy H. MacMasters.

Many things have happened since R. H. MacMasters & Co. went down amid the cries of hundreds of small investors. Not the least of these things were three indictments charging bucketing. Yet his spirit is unbroken. It has not been buoyed up, however, if the evidence of his recent career is taken at face value, by the careful concealment of assets, as is suspected in the cases of certain others who sail through bankruptcy amid plentiful comforts.

Those who knew him in the days of his prosperity would have thought that he would be the last to fight for his living as a petty dealer in candy, soda-water, cigars, and sandwiches. He had the reputation of being free with his money, of having scores of friends who would be willing to help him out when he was in trouble. Recent developments have shown that his comrades on the Consolidated raised $102,000 to aid him just before the failure.

What did they do after it?

"Well," said MacMasters quietly, "it was the old, old story. I thought there were plenty of men I could turn to, either because they liked me or for favors I had done them. There was one man in particular. I had worked for him. He said: 'Any time you want to come back there's a peg in my office to hang your hat on.' I went to him after the failure—and found there wasn't any peg."

MacMasters said that the $30,000 which he turned over at the time of the bankruptcy was all he had. That meant he had to go to work. He was clever and had a pleasant personality. There was no trouble in getting jobs. Holding them was another matter. He got a position selling rain insurance, but it didn't last long. He tried a good many things, but didn't care to name them all.

"Just as soon as they found out who I was, it was all off," he explained. "I started to answer ads in the newspapers—anything that came along. You know the way it goes. It was no use."

Winter came on and with it privation. He swallowed his pride and made one last appeal to his old acquaintances.

"They did this much for me," he said with a wave of his hand toward the little stand. "It doesn't look like much now, but you should have seen it when I came."

The alleged friends certainly do not seem entitled to halos for their astounding "generosity" toward their erstwhile boon companion, to judge from the quarters they provided for his new business. Of this place the reporter says:

The building in which he has his stand is possibly twenty feet wide and twice as long. The back part of it is taken up by a room or two in which he lives. The whole thing is of flimsy construction and could not have cost more than a few hundred dollars. The sides pull up and leave the stand open to the air like those one sees near a baseball field or along an automobile road.

MacMasters said he almost froze when he moved in. He couldn't get the one little stove, which was his only source of heat, to burn well. The flimsy construction—no lath and plaster—didn't help any.

"Things were in an awful condition when I got here," he explained, "the man who was here before didn't keep the place up."

But he has painted it a neat green and covered the inside walls with oilcloth stamped in a tile pattern. The candy case and the gum-jars shine. The cigarets are stacked with rakish trimness in the rack he has built. The soda faucets glitter—there are no faucets for the flavorings; they stand around in bottles.

"And I've built a little garden too," he laughed, pointing out of the side door to four tables that stood fenced in by a lattice-work. It bore slight resemblance to those gardens on Broadway where he was once free to take his pleasure. And there was no one in it.

"How are you making out?"

"I'm just about able to make a living," he answered. "But that's not it. I believe I'd have gone crazy if I hadn't had something to do.

"It's a great life," he remarked ruefully.

"If you don't weaken," appended the interviewer with conscious banality.

MacMasters did affirm exemption from weakening.

"I've gone through a lot," he said; "the hard thing is to keep your mind occupied, to keep from thinking and worrying."

The reporters were prodding him recently to tell all about "the men higher up," and the photographers for special poses at the "hot dog" griddle.

"Don't you get any play—and exercise?" he was asked.

"Oh, I get my recreation fixing up the place," replied the man who once had the money in his pocket for any sport. "I've been painting and doing a lot of other things."

The aforementioned cleanliness and neatness must have consumed a great deal of his spare time. It was apparent in everything about him. Even his dress proclaimed it. He had on an old pair of trousers, an old green vest sweater, an old shirt open at the neck, yet he did not look sloppy. His blond hair was brushed back in orderly straightness. Despite the painting and puttering his hands were clean and

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TAKE IT WITH YOU!

—trip or tour—
under the back seat or in the tool-box.

The TEXACO Easy Pour Can holds 2 full quarts of TEXACO Motor Oil. All you have to do is unscrew the cap, puncture the seal and then pour.

And it's the *right oil,* too—clean; clear, golden-colored and full-bodied, and available everywhere in the right grade for your car.

Keep one always in your car—it's good insurance.

Two Quarts of
TEXACO
MOTOR OIL
in the
Easy Pour Can

THE TEXAS COMPANY, U. S. A.
Texaco Petroleum Products

Run it with Texaco Gasoline *Save it with Texaco Motor Oil*

TEXACO

MOTOR OILS GASOLINE

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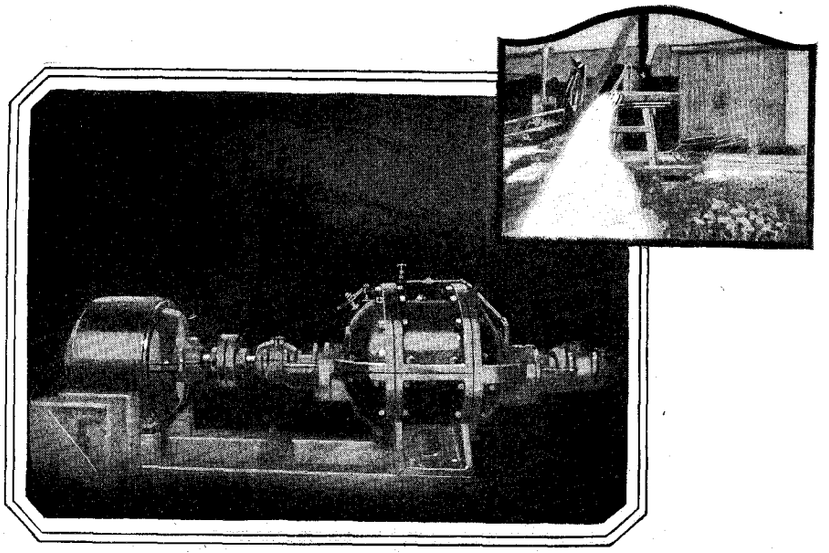

Who started this pump?

Nobody. A tiny stream of water trickled into the mine. Faster it came, touching the float switch of the G-E Automatic Starter. Instantly the great pump went into action.

In subways, coal mines, railway tunnels, the pumps are always ready, and the lives of millions of people are kept safe by this General Electric invention—a sentinel who never sleeps.

Whatever *your* industry may be, the scientists and engineers of General Electric Company are at work in it, discovering new ways by which electricity can lighten human labor and protect human life. The experience and counsel of these men is at your command, without obligation or cost.

GENERAL ELECTRIC

PERSONAL GLIMPSES
Continued

well kept. He had not let himself go to pieces.

Nor had his business sense dulled. He played his stake carefully. Altho the stand is in a scattered community, which dwindles out to nothing, tho it is reached by going to the end of a subway line, taking a street car, and then taking a "jerky" one-man trolley to the end of its line, it nevertheless has possibilities. Before he bought it MacMasters found out that the road in front was to be linked up as one of the main automobile thoroughfares to the beaches.

"I don't expect to make a fortune here," he explained, "but I'm going to do my best. I'm dickering with another fellow to go in with me to put a gasoline station next door."

Beyond declaring, "Some time I hope to be able to clear myself," MacMasters remained silent on his brokerage career. He declined to indicate whether he was planning to return eventually to Wall Street, we are told, and—

In fact, he absolutely refused to discuss his failure or the present scandals connected with many of his former associates, whose firms followed his in the general explosion of bucket-shops. Of the $102,000 "revolving fund," he would not speak a word.

"I'd like to say something, but I can't," he insisted.

It is known that he was called to the District Attorney's office for a long conference recently. Afterwards it was said that he had promised to give any information he could in connection with the bucketing cases.

His business reputation with the children seems to be good. He waits on them with a pleasant but dignified manner, as courteously as tho they were thirty years older and telling him to buy 500 shares of preferred stock for their accounts. They evidently like him and call him "Mr Roy." They react to his manner. They do not bawl at him and shout "Hey, gimme!"

"I just go by any name," he said in explanation. "They don't know who I am out here, and I'd just as soon they didn't for a while."

MORE LIGHT ON "SILVERJACK'S RELIGION"—A dialect poem, entitled "Silver Jack's Religion," describing a somewhat strenuous theological discussion, was printed in our issue of March 10, the authorship being attributed to the late Senator John P. Jones, of Nevada. An interested reader informs us that the poem was not written by Senator Jones, but by Clarence Henry Pearson, and was published with the title "Theology in Camp," in a book of verse called "The Prayer Cure in the Pines." It is somewhat of a mystery how easily bits of poetry or song become "lost, strayed, or stolen," for time and time again the real author goes unwept, unhonored, and unsung, while some other person is erroneously given the credit (or in some cases, blame) for it. Perhaps bards will have to unionize to put a stop to the "kidnaping" of their brain-children.

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KEY TO FREEDOM

A DISTINGUISHED banker, ripe in years and experience, was invited to address a group of young men. "Listen carefully," he said, "for I am about to give you one of the golden keys to freedom and happiness.

"Have the courage, once each year, to strike a true balance sheet of your life. In opposite columns, set down what you had hoped to be and to achieve against your actual accomplishments. Write down fairly the sum of your possessions, your income and the income which your family would continue to enjoy were your support withdrawn. Total your debts and obligations and then subtract what you actually have from the amount of estate which you had hoped to accumulate. Look deficits fairly in the face. Not by dodging responsibilities, but by facing them, is freedom of mind gained."

Wise and sane advice, which, if followed, leads to a more serious consideration of life insurance than ordinarily it receives. With facts plainly assessed, insurance becomes a matter for definite planning, rather than to be left to haphazard decision, based on importunity.

This is the attitude toward life insurance in which representatives of the Phoenix Mutual are steeped; that the arrangement of life insurance is a serious act; that it deserves skilled and trustworthy counsel, which they must be equipped to give; that it must be based on desire to serve with fidelity the highest interests of the insured.

By such representation is reflected the principles of this Company, which believes that life insurance deserves the highest type of business ability, supplemented with thorough education in the special problems to be met. This is the rigid standard by which the Phoenix Mutual Life Insurance Company has built its limited force of trained representatives.

PHOENIX MUTUAL
LIFE INSURANCE COMPANY

HOME OFFICE HARTFORD CONN.

First Policy Issued 1851

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Take your Dentist's Advice!

This Smaller Tooth Brush— Cleans teeth better!

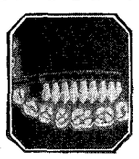
Being purposely small, Dr. West's Tooth Brush really fits your mouth and cleans every part of all your teeth—*around, behind* and *between!*

Dentists approve its shape—the curve of its handle—the wide spacing at the base of its bristle-brooms. All of these features mean much to you in saving your teeth and your health.

Start using this tooth brush today! You'll agree with the millions who are now Dr. West's users—that it *cleans teeth quicker, better* and with the least amount of effort!

In Three Sizes at All Good Dealers

Cleans INSIDE



Cleans OUTSIDE

and BETWEEN

Dr. West's TOOTH BRUSH WECO Product

Patents allowed in United States, Great Britain, France, Germany, Australia, New Zealand, Canada. Numerous other patents pending. Our rights will be fully protected.

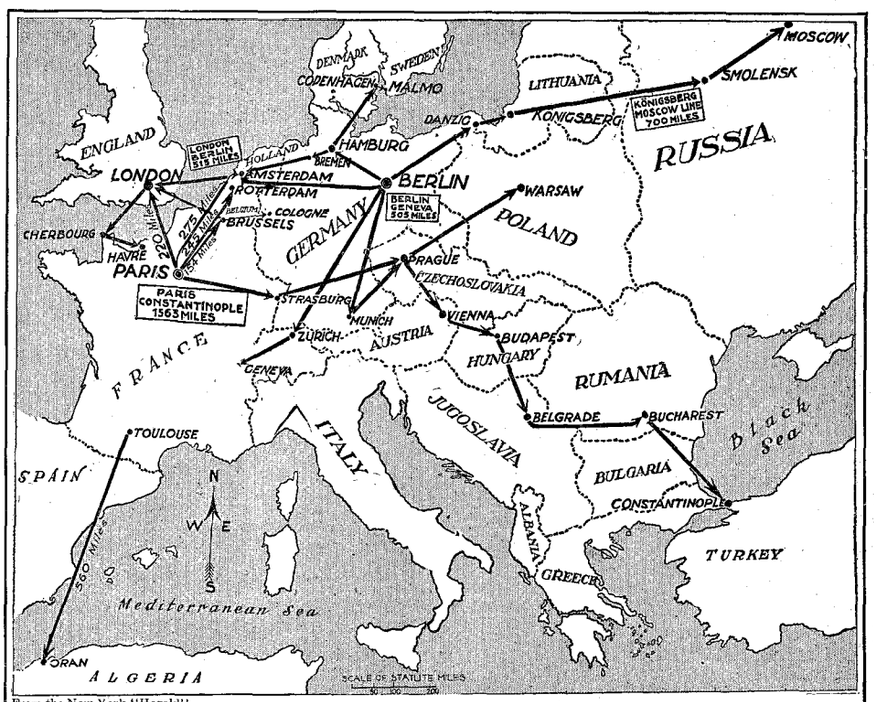
THE WESTERN COMPANY · Chicago · New York

MOTORING · AND · AVIATION

EUROPE AHEAD IN COMMERCIAL FLYING

SOCIETY folk in Newport and New York City are elated at a new airplane line between these two points, whose machines cover the distance in an hour and a half, in place of the usual rail time of seven hours. Financiers now are able to leave Wall Street after the close of the stock market and arrive at their summer homes in time for a foursome of golf before darkness descends. This latest aviation venture, however, is significant to the nation at large also, for the reason that these planes are said to be the first commercial ones in the United States which run on a fixt schedule.

Far different is the situation abroad. The New York *Herald* informs us that "an extraordinary network of air lines covering eight thousand miles spreads across Europe to-day. Sixteen different companies operate routes connecting London with the Near East; Soviet Russia and France with North Africa. Tho this huge web, spread fanlike across the Continent, is not by any means as important as the various railroad systems, yet it is seriously competing with the fastest trains and boats that any single nation can produce." If this contrast between conditions at home and abroad seems to reflect upon the enterprise of America in this newest form of transportation, it should be remembered that the results obtained in Europe were made possible largely through subsidies granted by various governments to encourage commercial aviation, whereas similar ventures in America had not received any such Federal aid. The New York-Newport air line has been subsidized by wealthy society leaders. Some idea of the place which aviation now holds in the business life of Europe can be obtained from the fact that, according to *The Herald*, nearly 36,000 passengers traveled by air last year and approximately 800 tons of merchandise and mail were shipped. All this is, of course, aside from the military air fleets, which are assuming gigantic proportions. Probably the greatest development of aviation for transportation and trading purposes has been achieved in France, thus paralleling the progress made by that nation in military and naval flying. This supremacy seems to have been attained chiefly because—



From the New York "Herald"

NETWORK OF COMMERCIAL AIR LINES COVERING EUROPE

Nearly 36,000 passengers and 800 tons of merchandise and mail used these routes last year.

Each of France's three air companies operating strictly commercial aerial lines throughout Europe is subsidized by the French Government, yearly sums being paid them according to the distance covered, the tonnage of baggage taken, and the number of passengers carried. Credits affected to this purpose in 1922 amounted to 40,000,000 francs ($8,000,000 at the normal rate of exchange, or about $2,750,000 at present rates). Altho the budget has not been voted by the French Senate for the ensuing year, the Chamber of Deputies has granted the Under Secretary of State for Commercial Aviation 42,000,000 francs of the 47,000,000 demanded, this despite the fact that one or two air lines in operation last year are no longer operated.

All French air companies carry passengers, freight and postage. French

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You'll be glad to know this

When you're wishing for the old tub way back home

When it's miles between tubs

If you're hot and sticky after an afternoon's shopping

THAT Listerine, the well known antiseptic, is also a very capable and safe deodorant. And that it cannot injure the most delicate skin, or the daintiest garment.

Simply douse it on when you have been perspiring. See how sweet and refreshed and clean it leaves you—evaporating quickly and removing all trace of embarrassing odor.

So often you don't have time—or access to—a tub or shower. Yet you want to be fresh and immaculate. Every fastidious person *must* be. Call on Listerine—your old friend. It will do the work. You will be delighted.

LAMBERT PHARMACAL COMPANY
SAINT LOUIS, U. S. A.

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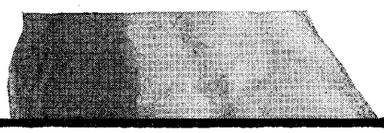

Whose hand is this?

WHO looks after the air in your tires? We will tell you who *should.*

The person who looks after the air in your tires should be the same person who drives your car, winds your watch, and signs your checks.

Your garage or service man may be glad and willing to test the air in your tires for you. But he is often busy with a thousand and one other things.

Checking up air pressure is one of those simple necessary little tasks that it's better to do for yourself so that you know they are done regularly and carefully.

Dangers in too little air

Tires run on too little air puncture more easily. They overheat quickly, and heat is the enemy of rubber. If tires are unevenly inflated your car will not steer so easily.

Tires over-inflated lack resilience. The car bounces and suffers for lack of the cushioning effect.

Own a Schrader Universal Tire Pressure Gauge, and use it yourself. Its operation is quick and simple. It tells you accurately the air pressure in your tires. You don't trust to guesswork.

You can buy a Schrader Gauge at almost any motor-accessory shop, garage, or hardware store. Price is $1.25 (in Canada $1.50). Special type for truck tires and wire wheels $1.75 (in Canada $2.00.)

A. SCHRADER'S SON, Inc., Brooklyn, N. Y.
Chicago Toronto London

Manufacturers of Schrader Tire Valves—Standard Tire Equipment

SCHRADER
TIRE PRESSURE GAUGE

MOTORING AND AVIATION
Continued

machines daily leave the Paris air port, Le Bourget, the biggest in the world, on journeys across the continent, averaging a total distance of 6,000 kilometers (about 3,700 miles).

While flying is rapidly becoming popular in France, it is still noteworthy that the majority of passengers carried on French air routes are Americans. They figure for close on 80 per cent. of the total number of passengers carried, Britishers coming next, to the extent of about 15 per cent., while the remainder is made up of French and other Europeans. . . .

Commercial routes are operated both in winter and summer, albeit certain modifications are made in both seasons. Fares differ on all routes.

The three air companies operating at the present time in France are:

1. The Latecoere Airway Company, having its base at Toulouse and flying machines daily from there to Casablanca in Morocco, a distance of 1,150 miles, covered in thirteen hours. Branch sections of this line run from Casablanca to Oran in Algeria, a distance of 500 miles, covered in six hours.

2. The Air-Union, so known since the beginning of the present year, when the two companies, the Messageries Aeriennes and the Grands Express Aeriens, amalgamated. This company runs airplanes from Paris to London and from Paris to Brussels, Rotterdam and Amsterdam. The distance from Paris to London is calculated to be 235 miles, covered in just over two and a half hours, and from Paris to Amsterdam, 300 miles, completed in three and a half hours actual flying time.

3. The Franco-Roumaine Air Company, flying machines between Paris, Strasbourg, Prague, Warsaw, Vienna, Budapest, Belgrade, Bucharest and Constantinople, a total distance of 1,562 miles, covered in twenty-eight hours actual flying, altho the completed trip takes forty-four hours, including stops.

The last-named company, with ninety planes, is the largest with respect to size of the fleet. *The Herald* says that—

In 1920 this company's machines covered 38,000 miles, in 1921 400,000 miles, and in 1922 550,000 miles. Whereas in 1920 it carried only fifteen passengers, half a ton of freight and 130 pounds of mail; in 1921 it carried 1,328 passengers, thirty tons of freight and a ton and a half of mail. Last year, considered a very unsatisfactory year in flying circles because of the very unsettled weather, the Franco-Roumaine carried 833 passengers, thirty-three tons of merchandise and two tons of mail.

Machines on this line leave Le Bourget daily at 3 P. M. They reach Strasbourg at 6 P. M., where a halt is made for the night before boarding another machine with a different pilot, who, leaving at 4.30 A. M., arrives in Prague at 9, leaving again at 9:30, reaching Vienna at 11:30. The departure from Vienna is timed for noon and the arrival at Budapest at 1:45 P. M., thence to Belgrade, where the plane arrives at 5:45 P. M., leaving again on a long night flight to Bucharest, where it arrives at 10:45 P. M. The journey is continued the next morning at 8:15, the plane arriving at noon at Constantinople.

Thus a passenger leaving Le Bourget on Monday at 3 P. M. and flying to Constantinople would reach the Turkish capital at

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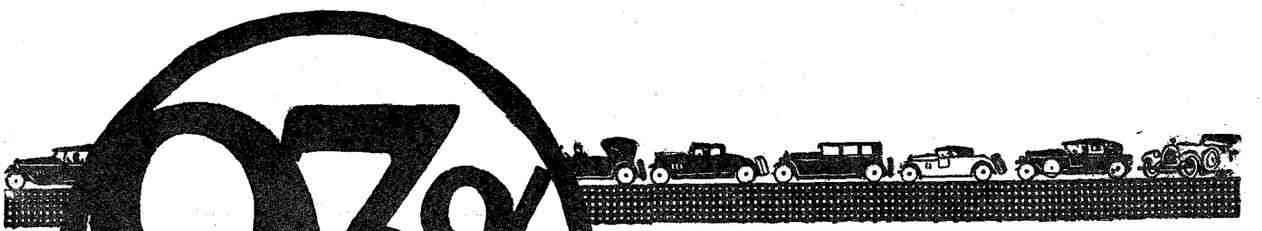

93% always have used Willard

The 134 cars and trucks whose builders use Willard Batteries

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Crawford
Cunningham

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Daniels
Dixie
Dodge
Dorris
Dort (Export)
Duesenberg

Elcar

Fifth Ave Coach
Franklin

Gardner

H C S
Haynes
Henney
Holmes
Huffman
Hupmobile

Jewett
Jordan

Kissel

Lexington

Mercer
Meteor (Piqua)
McFarlan
Miller
Mitchell
Monroe

Nash

Ogren
Olds

Packard (Export)
Paige
Paterson
Phianna
Pierce-Arrow

Reo
Richelieu
Riddle
Romer
R & V Knight

Sayers
Selby
Shaw
Standard 8
Stanley
Stanwood
Studebaker
Stutz

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Westcott
Wills Sainte Claire
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All American
American-LaFrance
Atterbury
Avery

Brown
Bridgeport

Chevrolet
Clydesdale
Collier
Commerce

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Denby
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Garford
Giant

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Highway
Holt
Huffman
Hurlburt

Independent
Indiana

Kalamazoo
Kissel
Kimball
Koehler
Krebs

Lewis-Hall
Little Giant

Menominee
Mitchell

Nash
Nelson & Le Moon

Olds
Oshkosh

Pierce-Arrow

Rainier
Reo
Romer
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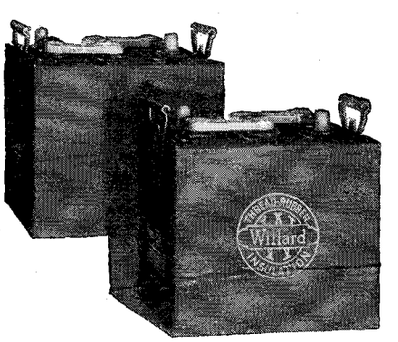

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MOTORING AND AVIATION
Continued

noon Wednesday. A branch line run in conjunction with the main route connects Prague and Warsaw, a plane leaving Prague at 9:45, arriving in Warsaw at 1:30 P. M. The fares on this route are as follows, taking Paris as the stepping-off point: Strasbourg, 180 francs; Prague, 390; Warsaw, 610; Vienna, 510; Budapest, 600; Belgrade, 725; Bucharest, 910; Constantinople, 1,110.

Until quite recently planes belonging to this company crossed and recrossed Germany from beyond Strasbourg to Prague 214 times without having to land in "enemy" territory a single time. The distance between the two cities is about 370 miles.

The Air Union Company operates the Paris-London route and Paris, Brussels and Amsterdam. Its fleet of 55 airplanes is composed of 28 huge Goliath twelve-seater machines made by Farman and driven by two 300 horse-power Renault or Salmson engines. These planes have a carrying capacity of one and a half tons and a wing spread of 27 meters. They are the largest gliding machines in use on French lines, and it is calculated that such a machine when at a height of 3,500 meters, which is easily reached, could safely "glide" across the English Channel. There are also 13 three-seater Berlines Spad machines driven by 257 horse-power Salmson engines or 300 horse-power Hispano motors, and 12 four-seater Breguet machines.

The machines are scheduled to leave Le Bourget for London at 12:30 daily, and for Brussels and Amsterdam at noon. During the summer short stops are made at Berck in order to land or pick up passengers after or before a game of golf at Le Touquet. Hundreds of Britishers take advantage of this arrangement during the fine season. The cost of the trip to London is 300 francs, 600 for the round trip and 150 to Brussels and 300 to Rotterdam or Amsterdam. Early morning planes of this company bring the newspapers from England to Paris.

The Latecoere Company operates the Southern French route from Toulouse to Casablanca, with branch connections in Spain and in North Africa. Says the newspaper article:

> Accidents have been comparatively few in the three years that the air lines have operated. Close on 25,000 passengers have been carried by French machines and more than 800,000 miles covered, and there have been 9 serious accidents resulting in the death of 13 persons, passengers and personnel, and serious injuries to 1 passenger.

England, we are told, has awakened within the last year "to an appreciation of the vast importance of aviation." As a result,

> The Air Ministry is planning broad measures to develop the air service in Great Britain both along military and civil lines.

There are now in England these three air lines maintaining regular services:

(1). The Handley-Page Company, which conducts a line between Croydon and Paris.

(2). The Instone Air Line, which operates between London, Brussels and Cologne.

(3). The Daimler Company, which sends

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planes between Croyden, Amsterdam and Berlin.

In addition there is the Supermarine Corporation of Southampton, which is to run a service to the Channel Islands and soon after to Cherbourg and Havre. The distinctive feature of this company is that its planes are boat planes.

The Handley-Page Company has four airplanes in its service. Three of these run daily, while the fourth is being overhauled. There are two services daily between London and Paris. From Croydon the starting times are 12:30 and 4 o'clock. The company has found by experience that it takes on the average two hours and a half to make the run, altho the record is exactly one hour less.

The Handley-Page planes have a capacity for carrying at one time fourteen passengers in addition to the pilot and mechanic. Like the other British services it carries both freight and mail. The freight capacity of its planes is 500 pounds when the passenger limit is filled, and 2,500 pounds with no passengers.

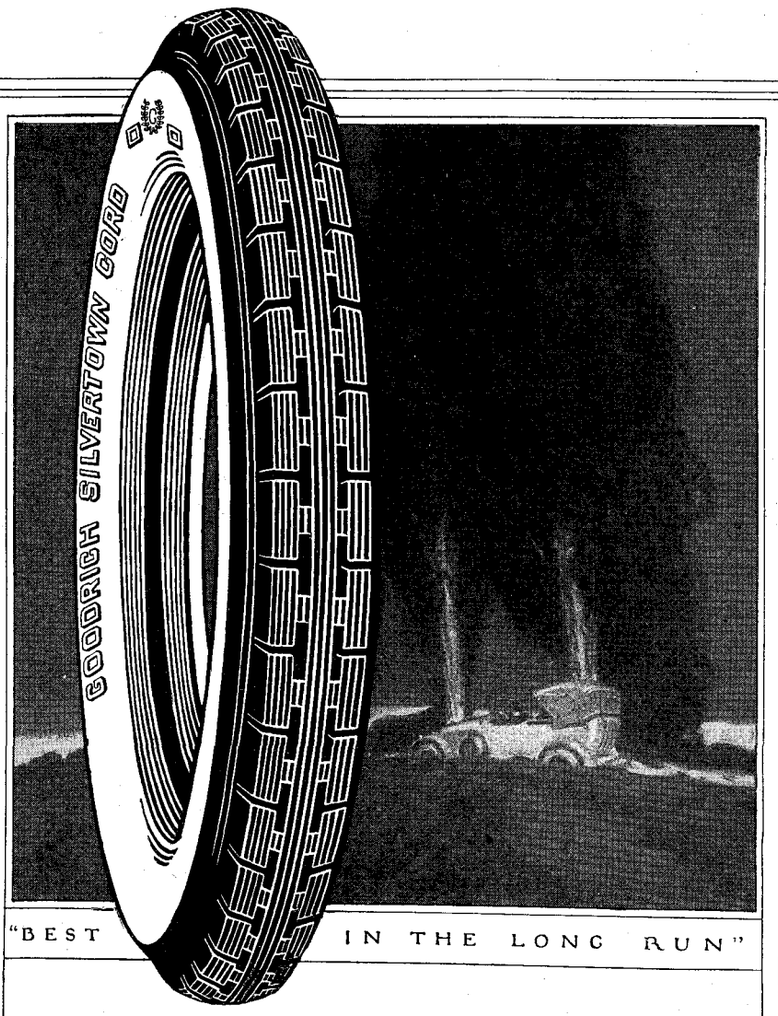
In 1922 12,712 passengers were carried by the five companies which operate from Croydon—the Handley-Page, the Instone, the Daimler, the K. L. M. (Dutch) and the C. M. A. (French). Of these 4,008 were carried by the Handley-Page Company. For the first four months of this year—that is up to May 1—the five companies have transported 3,583 passengers, compared with 1,830 in the first quarter of 1922. The fare to Paris from Croydon is about $30.

The Instone company maintains two services daily each way between Croydon and Cologne. One plane leaving Croydon stops at Brussels; the other goes directly on to Cologne. This company has four planes in its service, each capable of carrying nine passengers or a ton of freight. The fare to Brussels is £3 19s. 6d.; that to Cologne £5 19s. 6d. The average time of flight to Brussels from London is three and a half hours; to Cologne four and a quarter hours. This company has carried approximately 7,000 passengers in the last two years.

The Daimler Airways Company, which has risen from the ashes of the old Aircraft Transport and Travel Company, also maintains four planes constantly in its service. Its machines are capable of carrying ten passengers or 1,600 pounds of freight. The fare from London to Birmingham is 30 shillings; from London to Amsterdam £4. The time of flight from Manchester to Berlin is nine and a quarter hours. In the nine months from April 1 of last year to January 1 of this year the company carried 2,103 passengers. In the first four months of 1923 it has transported 387 passengers.

All of these companies except the De Haviland are subsidized by the British Government. The Ministry in 1921 allocated the sum of £600,000 to cover financial assistance to air companies for a period of three years. This period ends in March, 1924.

Now, however, the Government is on the verge of taking a step which should place the British air service on a firm and stable basis. A Parliamentary committee appointed to investigate the subject has recommended the formation of a company to embrace all the existing air services. A monopoly will be created having a capital of £2,000,000. Of this half a million is to be provided by the Government. This is repayable in ten years, free of interest charges, by the company. When the amount has been entirely repaid the Government will relinquish all control over the



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MOTORING AND AVIATION
Continued

company. This report has been accepted by the Cabinet and proposals in regard to the formation of the company are now being received.

Doubtless the most noteworthy feature of British commercial aviation is the comparative freedom from accidents. We read:

From April, 1919, to March, 1920, the British machines on the air routes made 754 flights with a total mileage of 168,000 and one passenger killed. In the next twelve months 2,641 flights were made with a mileage of 500,000 and two killed; from April, 1921, to March, 1922, 1,156 flights were made with a mileage of 259,000 and none killed. From April, 1922, to March of this year, 4,000 flights were made covering 778,000 miles and none killed.

Another surprizing phase of civil flying in Europe is that "in spite of handicaps imposed by the Peace Treaty, Germany's commercial air service is thriving this year as never before, and, as a matter of fact, the very restrictions of the peace agreement upon aviation have as a stimulant," for—

The borders of Germany are connected with air lines almost as numerous as trunk railroads, and there is scarcely a large city that can not be reached by air from Berlin on regular schedule.

Had the country been allowed to continue with an air program unrestricted by allied rules it is doubtful if the local service would have developed to its present state. These restrictions have caused the use of lower horse-power, and consequently air dynamics has received more attention than otherwise.

This combination furthermore has made for cheapness of construction and operation to such an extent that commercial flying has been actually benefited almost as much as it has been injured. While no speed records have been attained nor no great international flights attempted, the German air service is a healthy, self-contained industry, growing rapidly, and patronized extensively.

At present there are seven active lines running on regular schedule within Germany and connecting with outside lines. The most ambitious of these is the Berlin-Amsterdam-London line, which became a reality only this spring. Others connect Berlin, Hamburg, Bremen and Amsterdam; Hamburg, Copenhagen and Malmo, Sweden; Koenigsburg, Berlin, Zurich and Geneva; Berlin, Danzig and Koenigsburg; Berlin, Munich and Prague; Koenigsburg, Smolensk and Moscow. The latter, one of the longest lines in the German schedule, has been thoroughly established and is perhaps the best passenger service from Berlin to Moscow. A line from Berlin to Vienna will be put into operation soon, following new mergers which have been effected to push passenger service further into the important places of central Europe. . . .

The first of these merged groups, the Trans-European Union, is composed of the Ad Astra Aero at Zurich; Rumpler Air Service Company at Munich; Austrian Air Service at Vienna; Aero Express Company at Budapest; and the Aero Lloyd at Berlin. This includes all the lines interested in the services connecting Geneva, Zurich and Munich, at which latter place junction is formed with the Vienna-Budapest-Balkan line and another connecting Berlin, Nuernberg, Leipsig and Dessau. The powerful Junkers firm is not mentioned in the merger, but is closely allied with the Rumpler company.

The second group, known as the East Europe Union, is composed of the Danzig Air Mail Company at Danzig, Aero Lloyd at Warsaw, Lithuanian Air Traffic Company at Riga and the Aeronaut Company at Reval. This group also includes the Danzig, Warsaw and Lemburg line, which is maintained by Junkers planes manned principally by German pilots.

The subsidy from the Government, while still undetermined, probably will not be more than one kilogram of gasoline for every kilometer traversed, and this will give little aid. Therefore a basis of foreign money has been used in fixing prices on lines connecting with other countries and a sliding scale based on the gold mark or dollar used for interior service.

Under this arrangement the Berlin to London trip costs £6 10s.; Hamburg to London, £6; Bremen to London, £5 15s.; Amsterdam to London, £4. On the same line the trip from Hamburg to Bremen costs 15s.; Hamburg to Berlin, £1; and Hamburg to Amsterdam, £3.

The long journey from Koenigsburg to Moscow can be made for £22, while the lines in the Baltic are priced in dollars as follows; Koenigsburg to Riga, $14; to Memel, $3.50; Reval, $28. The German end of the Moscow trip—that is from Berlin to Koenigsburg—is made for practically £1 at the present rate of exchange, but is priced in German marks based on the fluctuations of the exchange.

TAKING THE "UN" OUT OF "UNAVOIDABLE" AUTOMOBILE ACCIDENTS

"IT COULDN'T be helped!" This is the sad, yet consoling dirge to which motorists usually give vent while gazing upon the ruins of their automobile after a mishap of one sort or another has made Grade A junk of it. In calling to mind the events which preceded the awful moment when something went wrong the drivers find little difficulty in either fastening the blame upon other drivers or upon a certain set of circumstances for which no human agency was responsible. The one excuse for a mishap which is sure to bring a melancholy satisfaction to all concerned is to declare that the accident was unavoidable. The result is that whole classes of accidents have come to be regarded as belonging to the "unavoidable" category, as, for example, that in which the steering gear fails to function properly. Very disconcerting, therefore, to the motorists' peace of mind is the flat assertion of an article in *Motor Life* that "barring a few rare exceptions, one might say, truthfully enough, there ain't no such animal as an unavoidable accident." Frank Farrington, its writer, bids us—

Think over the automobile accidents that have come to your personal attention. How many of them were really unavoidable and could not have have been prevented by a reasonable amount of care? Can you think of one single accident that

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Please think of it, and investigate it, as such — as a piano that *registers* your exact touch, your time, your expression.

Think of it, also, as the only instrument that gives you the protection of the price branded in the back; as the original and only instrument with simple, complete Instruction Rolls that show a method of correct playing.

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Every piano should be tuned at least twice a year, especially the Gulbransen, because it is used more.

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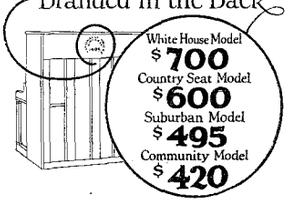

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$700
Country Seat Model
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Suburban Model
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Community Model
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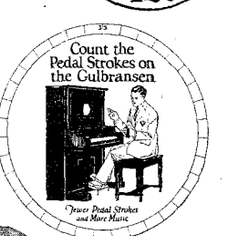

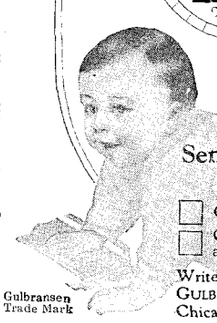

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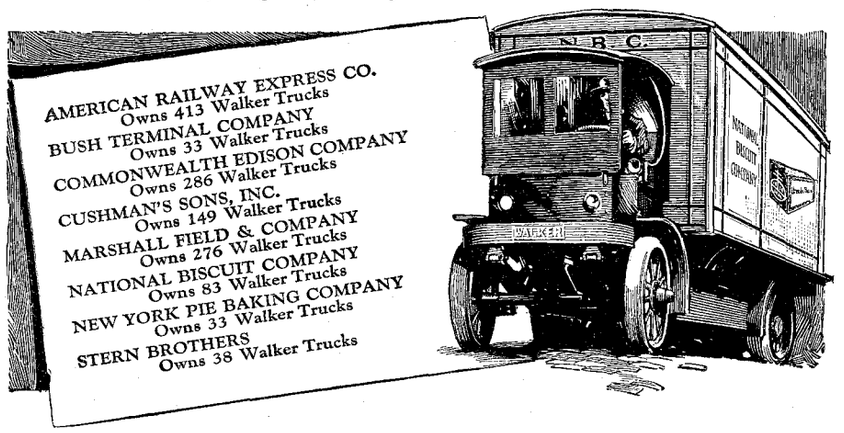

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MOTORING AND AVIATION
Continued

would have been unavoidable if every one concerned had done everything possible to insure safety?

The really unavoidable accidents are usually due to some unforeseen breakage of a part of the car. We hear drivers attribute their accidents to the steering-gear going wrong, but that steering-gear excuse should be taken with a grain of salt. And as to accidents really due to a disconnected steering-gear—a reasonable watchfulness would have prevented the very few that do occur at rather infrequent and therefore unduly conspicuous intervals.

Not long ago I was looking for a rattle on my car and I found that the rod which reaches from the steering-arm of the left wheel across to the steering-arm of the right wheel was loose. It rattled up and down at one end on the bolt that held it. I saw that the cotter-pin had come out of the nut underneath it and that the nut had unscrewed perhaps half-way to the end of the bolt. In a very short time that nut would have worked entirely off and the end of the rod would have dropt to the ground, and I would have been the victim of an "unavoidable" accident, due to my steering-gear becoming disarranged. But would that accident have been unavoidable when it could have been prevented by reasonably frequent inspection of the steering apparatus? We depend too much upon the permanence of cotter-pins. They are remarkably reliable and durable. They seldom fail us. But ought we to count on their serving indefinitely?

We give a good deal of thought to the regular inspection of our cars for lubrication and rattles, but we do not think often enough of the need of inspection for safety. There are some unavoidable accidents, if we classify in that way all those due to mechanical conditions that might have been prevented by reasonable care and foresight. Most of us know of instances where an accident was due to a wheel coming off an axle. A little investigation once in a while, the occasional removal of a hub cap, and inspection by a competent person, would prevent most of such accidents that are called unavoidable.

The very infrequency of accidents due to mechanical troubles speaks wonders for the perfection of the American automobile. Unfortunately mechanical perfection can not make up for human imperfection. Perfect cars will not make perfect drivers. In fact, the perfection of the car has a tendency to make a driver careless and reckless.

Eliminate the avoidable accidents and the number of deaths and injuries and property losses due to the automobile would be reduced to an insignificant figure.

Regarding railway-crossing tragedies, Farrington asks, "Can you think of one that was unavoidable?" Obviously a negative answer is expected, as evidenced by the following illustrations cited.

A driver waits for one train to pass on a double track line and drives onto the track right back of that train only to have another train coming in the opposite direction wreck his car and injure the passengers. A driver comes out of a private lane with his side curtains on and his engine so noisy that he does not hear an approaching trolley-car, which hits

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the automobile as it crosses the tracks to reach the open road. . . .

A driver comes down a steep grade onto the railroad track, his engine shut off for the instant, or his clutch out. Perhaps the motor is so stiff from newness or from overhauling and tightening up that it stalls easily. The engine does stall and the train which seemed a safe distance away arrives before the car can be started. The driver underestimated the speed of the train, as most of us generally do, and he was careless about his engine. He should have had the transmission in second speed and thus played safe.

Giving another "horrible example" of motorists' carelessness, the writer goes on:

A driver a few Sundays ago was speeding along a new piece of concrete road with only a little bank on each side. He took both hands from the steering-wheel at the same time, for only an instant. The car was in the ditch, hit a tree and was split in two nearly its length in another instant. The driver was not seriously injured and lived to say that he could not understand why the car left the road, that something must have gone wrong with the steering-gear! A more sensible explanation would be that his right front wheel hit some little obstruction, perhaps a seam in the concrete.

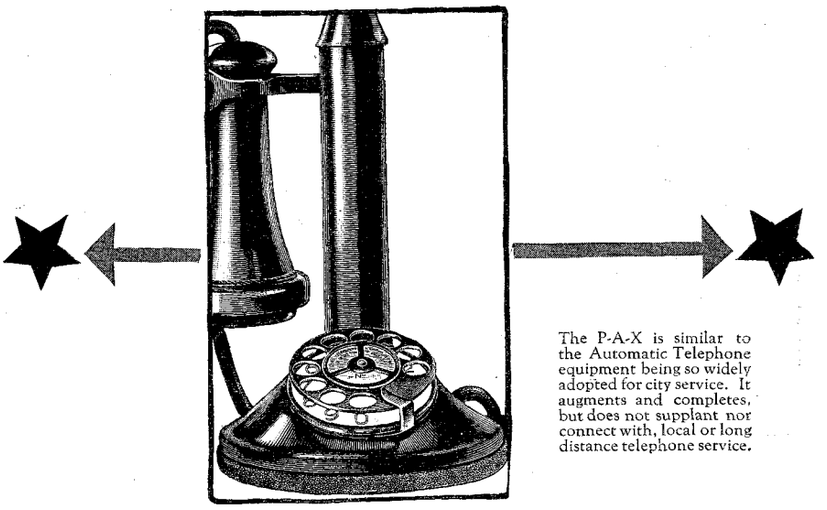
The people responsible for these accidents talk about their being unavoidable, about the other fellow being to blame. They go into court and testify to conditions and actions that are not upheld by the facts. The truth is that when an accident happens so much occurs in a few seconds that it is almost impossible for participants to realize just what does occur.

USED CARS RUINING DEALERS

REPORTS that 3,000,000 automobiles will probably be produced in the United States this year may strike some motorists with awe and terror—awe at the magnitude of the industry to whose upbuilding they have in a small way contributed, and terror at the thought of such a vast throng of additional cars and trucks being turned loose on already crowded highways. The fear, however, seems groundless, for the reason that, as pointed out in *The Michigan Manufacturer and Financial Record* (Detroit), only 300,000 machines, or one-tenth of this enormous output, actually will become a burden upon traffic. The other nine-tenths, roughly speaking, will replace used cars traded in for the latest models.

Writing in the manufacturers' magazine, J. W. Beckman has no hesitancy in calling the trading-in policy, as now practised, an unqualified menace to the stability of the automobile industry as a whole. "The used-car plague has proven the ruin of 25 per cent. of the automobile dealers annually," he says, and adds, "No automobile factory can thrive when its dealer organization is suffering the high mortality rate it has for the past three years." We read:

That this situation exists is a most embarrassing commentary on the business ability of the men who should control the



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Other Executives, too, Are Reading This Ad!

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Perhaps the coupon will save time. Send it or letter for this book.

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Dardevle has weight, but little bulk. Cuts the air like a knife. Beginners cast it well in half an hour. Splendid for trolling, too. Order today. We prepay shipping charges.

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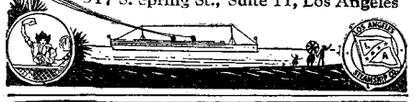

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WATERFORD
The Disappearing Propeller Boat

MOTORING AND AVIATION
Continued

destinies of the industry, instead of allowing the used car to.

Ordinary business sense is all that is needed to handle this situation; business sense on the part of the manufacturer as well as the dealer. Used cars must be taken in trade at not one penny of loss to the dealer. Manufacturers who are crowding their dealer organizations with automobiles in such quantities that the dealers are forced to give over-allowances on the used cars, so as to market their unjust quotas of new cars, are only ruining the morale of their dealers by cutting down their profits, and are the big factor that is causing the large mortality rate that is now prevalent in the retail branch of the automobile business.

Manufacturers of our standard make automobiles are not the ones that are causing this degraded condition to exist. It is those manufacturers that are existing on the business that can only be had through merchandising their products in this unfair way of forcing their dealers to allow more than the used car is worth. Dealers are gradually waking up to the fact that they are the ones who are suffering through the unbusinesslike procedure, and are taking on the dealerships of cars produced by manufacturers who believe in honest merchandising.

It will not be long before the unthinking manufacturers will sign their own death warrants and hasten the day when only manufacturers of high caliber will be supplying the automobile demands of the American public.

When taking in used cars constituted only about 10 per cent. of the business and the dealer discounts were longer than they are to-day, there was perhaps little reason to give much heed to the used-car problem. But, like the cub bear grown up, it is showing its teeth, and is taking a toll of one dealer out of four every year.

Manufacturers have left the used-car problem to the dealers, it seeming to be entirely their concern because they come in most direct contact with it; but to-day manufacturers realize that the used-car problem is their problem only one step removed. The grown bear is already leering over the dealer's shoulders.

Not only must a knowledge of costs be had and used cars handled on a basis that will not entail a loss, even if not allowing a profit, but better organization of the used-car department must be effected. In this work the manufacturer must give his help by instilling better business methods into his dealers.

But, if the manufacturer needs awakening to a sense of responsibility in connection with the problem, so does the dealer, we are told. Thus:

Dealers, for one thing, will have to devote more effort to their used-car departments. A prominent automobile manufacturer recently told us that in a certain large city one of their dealers had nine salesmen in the new-car department and one in the used-car department. The nine salesmen of the new-car department were marketing their new cars in a satisfactory manner, and in so doing they were taking in trade a sufficient number of used cars to make it necessary for nearly as many salesmen in the used-car department as in the new to merchandise these trade-ins. No

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They cost no more than ordinary trunks

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Swinging a policeman's club and strolling along the street in a spiffy uniform may be easy. But tonight that same "cop" may have to clutch a murderer by the throat, or blaze away at a thief, or make a raid. He must know how to shoot, when to make arrests, how to handle riots, traffic, and parking, citizens' complaints about robberies, violent deaths, and missing persons; how to present a case in court, the different degrees of crime; and he must study psychology and leadership. All this he learns, thoroughly and authoritatively, from that new manual of instruction—

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one ever heard of any business having nine purchasing agents and only one salesman. Yet a dealer with nine new-car salesmen and one used-car man is trying to succeed through this unbusinesslike method.

Dealers should have as many salesmen in their used-car department as in their new-car departments, and in the case of larger dealers the two departments should be absolutely separate. A salesman can not successfully try to sell a new car and at the same time try to sell a used car, any more than he can combine the selling of automobiles and motor trucks.

Dealers must appoint competent appraisers who know car values and be guided by a good used-car market report. The valuations made by these appraisers must be accepted by the salesmen and the customers and no deviation made from them whatsoever.

When the new car is sold and the old car taken in exchange, the used car may be turned over to the used-car department for sale. The sales force of the used-car department should be as large as that of the new-car department, and cars must be taken in on a basis that will allow a sufficient margin in the resale to cover the cost of overhead, reconditioning and selling, so that the used-car department will be self-supporting and show a profit, as the new-car department does, even if somewhat smaller. Used cars must be handled as merchandise.

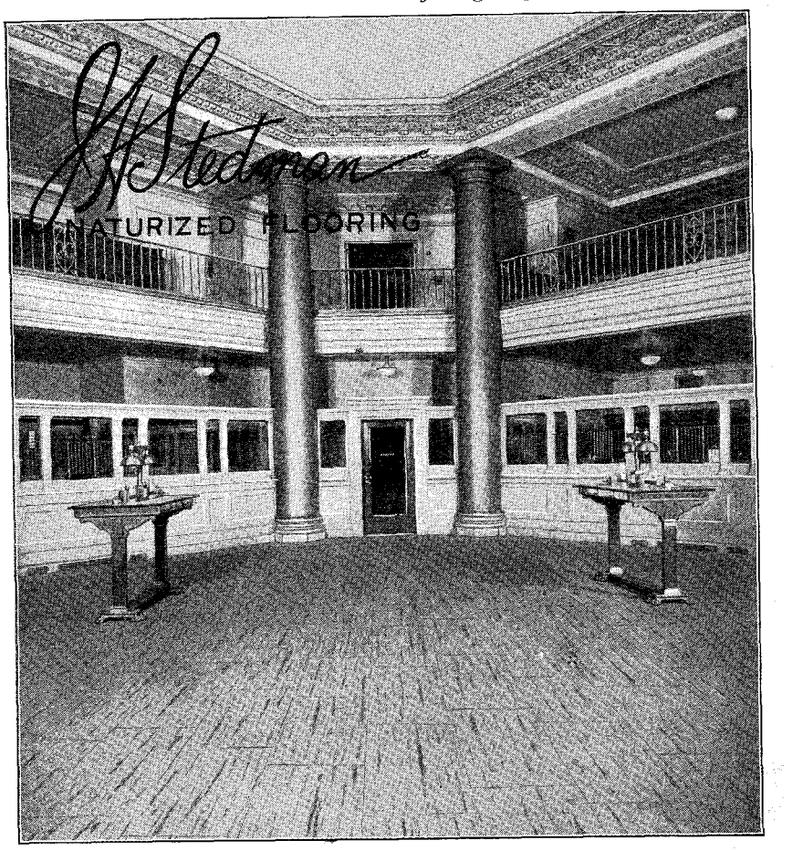
Intelligent advertising and selling methods are as necessary in the used-car department as in the new-car department. Here is where the manufacturer can be of great assistance and also where he has a great responsibility. With his superior facilities both in his organization and with his advertising agency, the manufacturer should have a used-car advertising campaign planned that is just as comprehensive and effective as the advertising campaign for his new cars.

Let the manufacturer establish a value for his used cars the same as he does for his new cars. Let him cooperate with the dealer in his used-car advertising the same as he does in his new-car advertising. There should be used-car advertising in the newspaper as well as new-car advertising in the name of the dealer.

Handling the used-car business is no different in principle from handling the new-car business. The trouble is, the used-car business to date has been handled on a gratis basis instead of a business basis. This must be stopt.

SIDELIGHT ON HEADLIGHTS

IN what might be called an illuminating, if not brilliant, article on headlights, a writer for the motoring page of the Newark *Evening News* sagaciously observes that "headlights are not placed on the automobile as an ornament." We are assured that they serve a very practical purpose and that chaos would result if cars were not equipped with them. Indeed, a growing recognition of the importance of headlights has led several States to formulate regulations prescribing the kind of lenses and dimmers sanctioned for use within their respective borders. Nothing like unanimity has been reached yet on this subject, but there do seem to be some underlying principles which have served as a working basis for the various



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MOTORING AND AVIATION
Continued

restrictive measures adopted. It is obvious that—

When an automobile owner takes his car out on the road after dark, his headlights display the highway ahead. They help him to find his way without difficulty. They should not hinder other motorists from finding their way. Unfortunately this latter condition does not always obtain. . . .

In regard to lights, motorists are divided into two classes—according to H. Clifford Brokaw, technical director of the West Side Y. M. C. A. automobile school, New York—the considerate and the inconsiderate. The inconsiderate think it too much trouble to be constantly dimming their lights as they meet other machines on the road.

These drivers overlook the danger in which they place their own lives. If a driver is approaching a car with the lights blinding him so that he can not see where he is going, he may turn to the right, turn turtle in a ditch and either be killed or injured. On the other hand this driver may turn to the left and crash into the approaching machine with serious results to all concerned.

We are told that tho "the laws in regard to lights are slightly different in different States, they usually call for the use of certain approved lenses," and that—

Altho there probably are some machines on the road not equipped with approved lenses, you will find many who comply with the law in this respect but are nevertheless a menace to the highway. Then, too, some of the approved lenses may turn around in the lamp so that the light section is not what it ought to be. Many drivers may be responsible for this condition unknowingly.

The electric-lighting system of an automobile is generally of the form in which the current is obtained from a battery which is kept charged by a generator. The main lights of a system are two large white lights in front of which are supposed to deflect the beams of light to the ground. The theory is that a strong beam of light will be thrown on the road ahead, but will not reach the height of the eyes of the driver of another car, or even of a pedestrian who may be walking along the highway.

While lenses may accomplish this desirable result if the bulb is focused properly, the vibration of a car may jar the light out of focus on some cars, or the light may be focused wrong by an inexperienced or an incompetent driver.

Another light in the system is the red tail-light. Through an attachment to the clutch or brake pedal, it is possible to throw the word "stop" on an extra red tail-light which in the night gives the warning to those following that the car is slowing down. Some cars are also equipped with two extra white sidelights in front for use in city driving where the regular large lights are not needed.

Manufacturers are constantly improving the styles of lamps. On account of the different laws in various States they sometimes provide a lens which is mostly plain glass. This makes it necessary in some States for the owner to get new lenses to comply with the law. It makes it desirable in many instances for the purchaser to get

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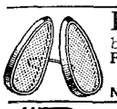

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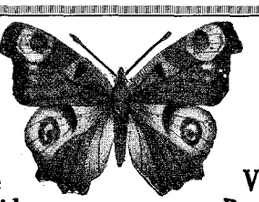

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new lenses to forestall danger in driving. After an accident of any kind an owner of a car should carefully inspect his lights to see that they are still properly focused and pointing correctly.

It will not do, however, to condemn as wantonly inconsiderate every single motorist who fails to dim his headlights upon approaching another car, for we are reminded that—

One reason why some drivers do not dim their lights when meeting cars is because of the number of cars on the road and the location of the dimming control switch. This situation requires a driver constantly to lean forward in order to turn the switch, and distracts his attention somewhat from his driving. When driving in the country, where dimmed lights are most important, the cars that are met in the night are not apt to be so numerous but that the courtesy of dimming lights can be practised without serious inconvenience.

Driving at night in the city is an entirely different proposition. Here the street lamps and the electric lamps and electric signs usually give sufficient illumination so that the driver does not need any lights on his car. Of course, to comply with the law he must keep his dimmed lights on or use sidelights if his car is equipped with them. No capable driver will use his bright lights, except when on a country highway.

Lights should be turned on one-half hour after sundown. During the first hour after this time the lights are usually valueless. Care should be exercised, nevertheless, to turn on the dimmed lights. This twilight period is the worst time of the day for driving, for it is too light for the lamps to be of much use and too dark to see the road ahead clearly.

A spotlight, altho against the law in some States, has its good points in night driving in the country. Its beams can be thrown ahead of the regular headlight beams, giving just the additional distance of illumination on the road to permit driving safely at a fair rate of speed. When meeting a car the headlights can be dimmed and the spotlight thrown to the right to illuminate the ditch on that side.

In heavy traffic the tail light of the car ahead is a good guide to the road. For a car behind another to put on heavy lights makes it difficult for the driver of the car ahead. Lights that can be tilted down close to the machine are very satisfactory, especially in heavy traffic.

In going around a corner or up a hill headlights are sure to throw a glare in the eyes of the driver going in the opposite direction. Special care should be exercised in such places.

The most effective protection against glaring lights is a shield of opaque or translucent material placed in the left-hand corner of the windshield, behind which the blinded driver may hide his eyes. But better than this would be more thoughtfulness and courtesy by drivers on the country roads at night.

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It is not only the best but the cheapest because, once laid, there is no tearing up every few years for repairs and replacements. The first Cast Iron Pipe was laid nearly three centuries ago—and it is still on the job.

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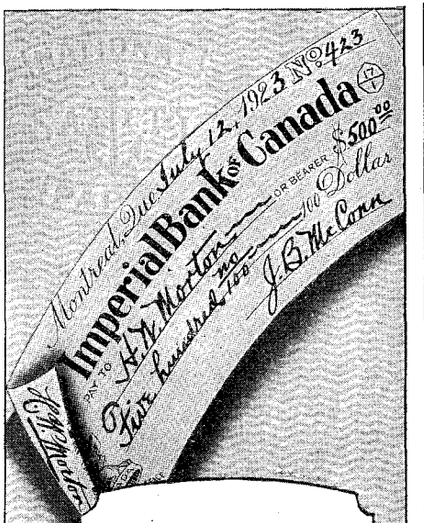

Remember—

a check is no safer than the paper on which it is written

If the slightest erasure can be made without detection, the paper is unsafe—and the check is unsafe!

You may attempt to "protect" the amount. But if the paper is unsafe, it is often possible to raise the amount, even after it has been "protected."

And how about the payee's name? That's altered nearly as often as the amount. And the date and endorsements?

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INVESTMENTS ▾ AND ▾ FINANCE

POLITICS AND PROSPERITY

IT is not to be denied that the political powers that be in Washington, with their control over the Treasury and the Department of Commerce, and their thousand-and-one ways of controlling public opinion, can exert tremendous influence on the course of business. That the Administration is, for political reasons, actually trying to exert such influence may be a matter more difficult to prove—especially since two interpreters of business movements who see the Government's hand in the situation, disagree about what the Government is trying to do. The New York *Journal of Commerce* argues that the Administration is trying to boom things; *The American Banker* reasons that its policy is to keep a boom in check. The editor of the first-named feels that we are really in a period of inflation and that there are a number of reforms to be brought about before our prosperity will be on a solid basis. But politics, he thinks, will prevent a real housecleaning. Next year is election year; the Administration "has sedulously encouraged a prosperity of a sort by sundry artificial stimulants and can be counted on to make every endeavor to keep the patient in a buoyant frame of mind until after the election, regardless of the real state of its health." We read further in *The Journal of Commerce:*

If the present Administration can keep the wheels of business going actively for another year and a half, will the Democrats have the courage to base their campaign upon the eradication of evils which their opponents claim to be responsible for our prosperity? That they would is questionable, and it may as well be admitted that such a course would be hazardous from the immediate political view-point.

We have upon our statute books a tariff law carrying rates more iniquitous than any of recent times. It is in some measure responsible for the speculative boom that has already placed us in a precarious position, but its proponents are loud in their insistence that it has caused almost unparalleled prosperity. Existing immigration restrictions are injuring us seriously, but organized labor is continually reiterating the false doctrine that they protect the men from drastic cuts in wages and therefore promote the true welfare of the workmen. The farmers have been pacified with legislation which will either do them no good or else endanger our whole banking structure, but which is being heralded far and wide as the salvation of our rural population. Until these conditions work themselves out in actual practise in a way such that even the wayfaring man need not err with regard to their essential nature it will take more than ordinary courage for any political party to oppose them frankly and vigorously.

The situation thus depicted is far from encouraging, yet it is not without remedy. No well-informed observer is deceived by the "prosperity" that now obtains. Those who understand the true inwardness of the existing situation should keep the necessity of thoroughgoing reform constantly before the public, and most of all ought not to countenance any further inflation. It is highly unlikely that the existing state of affairs can be held in status quo for a year or more. If the present régime in national politics is to have the psychology of "good times" on its side at the next Presidential election it will be forced to resort to further artificial stimulation. That the public should not permit.

Others, whose views are reflected in *The American Banker*, see the Administration's hand obviously at work to keep prosperity from going too far. We are reminded of the action of the Federal Reserve banks in raising the rediscount rate from 4 per cent. to 4¼ per cent. last spring, and of the Hoover report urging government departments to keep out of competition with the demands of private business for labor and building materials. It has been suggested in financial circles, we read, that there may be a political motive in all this, that—

The Administration has in view that if the present business "boom" can be kept in check, that it may be stretched out until 1924 when the next presidential election takes place and the party in power will be able to appeal to the voters on the basis of safe and sane prosperity, whereas if the business momentum is permitted to speed up too fast, the end of our present "boom" will be upon us within another six months and 1924 will be a period of falling prices and liquidation, with the certain consequences that the Hardings would be doing their entertaining after March 4, 1925, at some place other than the White House.

THE NEW BOOM IN GOLD-MINING

AS prices fall below the level of a post-war boom, gold, of course, increases in value and the mining of gold becomes more profitable. It is noted by the New York *Evening Post* that there has been a great revival of gold-mining recently in this country, and also abroad. It seems that—

The output of the mines of the Transvaal in the first three months of this year is considerably in excess of that in any similar period since 1917, and it has been steadily improving for the past twelve months. In Canada, also, the output is increasing, and the year's production is expected to run more than 25 per cent. ahead of that in 1922. Trading in stocks of gold-mining companies in Canada is said to be almost as active as in the days of the Klondike boom. The increased output of gold has been stimulated by the fall in prices, in terms of gold, in all parts of the world since the collapse of the post-war boom. This is only another way of saying that gold has enormously increased in value, and that its mining has become correspondingly profitable.

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PRICES NOW AND A CENTURY AGO

A WELL-KEPT copy of the Boston *Gazette* of July 25, 1803, recently strayed into the office of the Boston *News Bureau*. There wasn't much news in it, altho this included two historic items—the announcement of the purchase of Louisiana from France, and the fitting out of the new warship *Constitution*. But the main feature, as the editor of the Boston financial daily at once noticed, was the price list which took up about seven-eighths of the three main columns on the first page. This tabulation of "wholesale prices current in Boston," "carefully revised and corrected every Saturday," embraced 95 staples, some with numerous subdivisions. The Boston editor takes from the list some of the major items comparable with to-day's markets and sets against them the corresponding wholesale quotations of to-day, thus presenting the following interesting contrast of 1923 prices with those of 120 years ago in Boston:

LOWER THEN

	1803	1923
Butter, lb.	15c.	39c.
Cotton, lb.	20c.	28½c.
Cheese, lb.	8@12c.	23½@24½c.
Herring, bbl.	$3	$7@8
Mackerel, bbl.	$6	$20@40
Corn, bu.	70c.	97¾c.
Rye, bu.	67c.	89½c.
Oats, bu.	36c.	56c.
Hides, lb.	11@12c.	18@18½c.
Leather, lb.	22c.	32c.
Lard, lb.	11c.	11.90c.
Spruce lumber, M.	$10@$18	$50@$55
Pine	$3@$3.50	$45
Molasses, gal.	43@46c.	60@65c.
Tar, bbl.	$4	$12½@13½
Rosin, bbl.	$5	$6@7¾
Whale oil, gal.	48c.	76c.
Pork, lb.	15½c.	27c.
Beaver, per skin	$1.75@$2.33	$25
Bear, skin	$2@$6	$15
Fox, cross	$1@$2.50	$75@$100
Fox, red	$1@$1.50	$15
Mink	20@87c.	$15
Musquash	10@37c.	$2.50@$2.75
Otter	$1@$5.50	$25@$50

HIGHER THEN

	1803	1923
Alum, lb.	6@6½c.	3@3½c.
Coffee (San Domingo)	25@29c.	15½@17½c
Copper, lb.	50@54c.	15¼c.
Lead, lb.	8.50c.	7¼c.
Tallow, lb.	11c.	7½c.
Hemp, lb.	13@14c.	7½@9c.
Lemons, box	$9@$10	$5@$7
Sugar, lb.	16½@17c.	9¾c.
Cinnamon, lb.	$1.60	24c.
Starch, lb.	10@14c.	3½@4c.
Souchong tea, lb.	70c.	37c.
Tin plate, box	$16.50@$19	$5.50@16

ABOUT EVEN

	1803	1923
Almonds, lb.	12@14c.	13@14c.
Mess beef, lb.	15½@16c.	15½@16½c.
Flour, bbl.	$6.50	$6.75
Linseed oil, gal.	$1.16@$1.20	$1.10@$1.20
Rice, lb.	6½c.	5@8c.
Ginger, lb.	13@14c.	13@15c.

A glance at the list, comments the editor who selects it, "shows a few staples, notably the metals and sugar, considerably dearer in 1803 than in 1923." He continues:

That beef and flour rank about even may perhaps be attributed to the packing proficiency and the harvesting and milling machinery of to-day. It was in the easily gathered and still plentiful staples that cost of living in those days was low.

Your home town banker is a good man to talk to

HOW many men can you name in your community who know real estate values and traffic conditions, produce markets and bond values, accounting systems and the labor situation; who have data at their fingertips on basic material prices, production, crops all over the country?

That is only part of your home town banker's equipment—all available to you if you will talk freely and frankly with him.

His daily work brings him into contact with dozens of different kinds of businesses. It gives him a perspective that will help *yours*.

Make it a habit to talk things over with your home town banker. Give him your confidence.

He can help you decide on many things that may possibly seem to you to have no direct connection with banking.

Not the least of his services is his ability to execute your personal and commercial banking business in New York.

THE FARMERS' LOAN AND TRUST COMPANY

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Away from home

accidents will happen. Insect bites, sunburn, bruises, cuts, scratches and other injuries go with camp life.

A safe dependable antiseptic will cleanse the wound, guard against infection and allow nature to heal more quickly.

An efficient liniment will scatter the congestion, reduce the inflammation and soothe the disturbed tissues.

Absorbine, Jr. combines these two treatments in *one* for *it is both antiseptic and liniment.* More effective and thorough than either treatment alone and just as convenient, Absorbine, Jr. affords a wider range of uses and therefore a greater protection.

After hard or long exertion, a prompt application of Absorbine, Jr. prevents stiff, lame, sore muscles. Every camper should keep Absorbine, Jr. handy.

Absorbine, Jr. is of a clean, agreeable odor, does not stain and is not messy to use

At most druggists', $1.25, or postpaid. Liberal trial bottle, 10c., postpaid.
W. F. YOUNG, Inc., 345 Lyman St., Springfield, Mass.

Absorbine Jr.
THE ANTISEPTIC LINIMENT
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Lovely skin and complexion

Don't suffer skin blemishes and disorders when it is often so easy to correct them. Start eating Yeast Foam Tablets today; eat them regularly, along with your other food, and see how the general condition of your skin improves.

This wholesome and palatable yeast is also used with great success as an appetite and digestion stimulant, and as a strength and energy builder.

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CURRENT EVENTS

FOREIGN

June 27.—Premier Nikola Pachitch of Jugo-Slavia is slightly wounded by a would-be assassin, Milutone Raitch, a Serbian, who is arrested.

Charles Maurras, a Royalist, is sentenced to four months in jail for his responsibility for the recent attacks by members of the "Camelots du Roi" on three Socialist members of the French Chamber of Deputies.

Pope Pius XI writes to Cardinal Gasparri, Papal Secretary of State, suggesting, in effect, that the amount of reparations to be paid by Germany be settled by an impartial commission, that adequate guaranties be given by Germany, and that occupation in the Ruhr be reduced proportionately as payments are made.

June 28.—Marquis Curzon, British Secretary for Foreign Affairs, states in the House of Lords that the British Government is unwilling to extend the three-mile limit to twelve miles, but that effort is being made to check rum-running into the United States by British ships. The American Government, says Marquis Curzon, is within the law in breaking British seals covering stores of liquor.

The British Labor party adopts a resolution requiring a capital levy on a graduated scale on fortunes of £5,000 and upward.

June 29.—Saying that France will never quit the Ruhr until Germany pays her debt, Premier Poincaré obtains a unanimous vote in the Senate for an appropriation of 307,000,000 francs to cover the occupational expenses.

Seven Germans are sentenced to death by a French court-martial for sabotage.

Eamon de Valera announces that in the coming elections the Republicans will nominate one candidate in each constituency, but they will not take the oath of allegiance.

The French Chamber of Deputies adopts the 1923 budget, which provides for an appropriation of 23,451,000,000 francs.

June 30.—General Juan C. Gomez, first Vice-President of Venezuela, is assassinated.

Ten Belgian soldiers are killed and forty-three others are badly wounded by an explosion of a bomb on a Duisburg-Hochfeld train taking the soldiers home on furlough. As a result the Burgomaster of Duisburg, twelve other city officials and four prominent citizens are arrested and held as hostages by the Allied authorities, and all cafés, restaurants, theaters, motion-picture houses and other public gathering-places are closed.

July 1.—The Peruvian Government proclaims July 4 a national holiday as a tribute to American independence.

The Ruhr frontier is closed by the Inter-allied authorities and 223 German civilians are arrested because of the Duisburg bomb explosion, and it is announced that all villages and the German Government will have to pay indemnities to the families of the dead Belgian soldiers and for damage done the railroads.

July 2.—Pope Pius XI is reported to have instructed the Papal Nuncio in Berlin to request the German Government to

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end sabotage and other crimes committed under the pretext of passive resistance.

A branch of the Krupp Locomotive Works at Segeroth, near Essen and the Gutehoff Nugghutte Works, near Oberhausen, and the Hermannsfield factory, near Dortmund, are seized by the French for reparations purposes.

DOMESTIC

June 27.—The United States Railroad Labor Board administers a second rebuke to the Pennsylvania Railroad Company by saying that its action in refusing to acknowledge the elected representatives of the clerks' organization is "devoid of intrinsic merit, violative of the will of Congress, and destructive of the rights of employees."

June 28.—The Federal Coal Commission admonishes the miners in convention at Scranton that public sentiment "will tolerate no suspension of the anthracite coal supply this year."

In his speech at Idaho Falls, President Harding proposes cooperative organizations, aided by the Government, for the elimination of middlemen between producer and consumer.

In his speech at the graduation exercises at the Army War College in Washington, Secretary of War Weeks opposes the use of the Army for prohibition enforcement.

Indictments against 226 coal operators, officials of the United Mine Workers and mining companies returned February 25, 1921, charging conspiracy to violate the Sherman Anti-Trust Law, are dismissed in the United States District Court at Indianapolis by Judge A. B. Anderson on the motion of Attorney-General Daugherty, who said that tho conspiracy was apparent, he believed a verdict of not guilty would be the inevitable result of a trial.

President Samuel Rea, of the Pennsylvania Railroad Company, replies to the Railroad Labor Board's rebukes by saying that the United States Supreme Court made it plain that the railroad company was not obliged to obey the Board's decisions if it felt its legal rights were being invaded.

June 29.—President Harding proposes in his speech at Helena, Montana, that capital and labor, commerce and agriculture be drafted in the next war, if war can not be averted.

The tri-district convention of anthracite miners at Scranton demands a two-year contract at a wage increase of 20 per cent. for contract miners, equalization of day rates, the eight-hour day underground, and payment by weight instead of by car-load.

James A. McFarland, of Dalton, Georgia, is elected National Commander of the Disabled American Veterans of the World War at their convention in Minneapolis.

June 30.—The balancing of the Federal budget for the fiscal year ending this date shows a surplus of about $310,000,000 of revenue over expenditures, announces General Lord, Director of the Bureau of the Budget.

July 1.—Aliens landing in New York for entry into the United States number 8,908, the largest number to arrive on any one day.

Edward W. Bok, of Philadelphia, offers a prize of $100,000 to the American who devises the best practicable plan for cooperation of the United States with other nations in attaining and preserving world peace.

Try berry, cherry or peach jam and jelly made by the CERTO short process—now! You will find they are the best jams and jellies you ever tasted. CERTO is concentrated pectin—a pure fruit product, sold by grocers everywhere.

DeLuxe edition of special CERTO recipes by *Alice Bradley* sent free on request.

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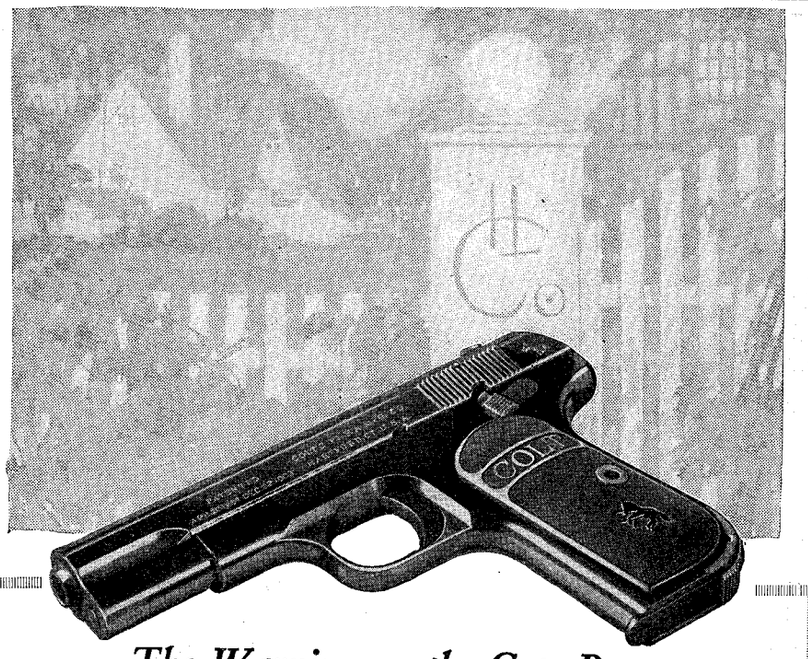

The Warning on the Gate Post

LAW breakers used such symbols as these to give information to each other. Here the warning is unmistakable: "This home is protected with a Colt—it shoots straight—keep away." Note the letters C-O-L-T and the target hit in the center.

Homes known to be protected with a Colt revolver or Colt automatic pistol are given a wide berth by law breakers.

Send for interesting booklet, "The Romance of a Colt"

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"How does this hat look on me?"

you turn to a friend for an opinion. The salesman says it looks fine, but the salesman is interested. Your friend does not care whether you buy the hat or not, but he does care how you look—he is the disinterested adviser. He says what he believes.

On great occasions of doubt we all turn to professional advisers—Bankers, Architects, Lawyers, Doctors, Engineers—whose opinions influence us in things we are going to buy.

The Literary Digest is read by 60,598 Bankers, 3,292 Architects, 56,732 Lawyers, 61,394 Doctors, 29,737 Engineers, whose "Yes" or "No" influence the sale of many kinds of goods.

Millions of people who buy and use the products the national advertiser makes and sells turn to professional advisers whose disinterested opinion they want on matters ranging all the way from a tooth paste to a new factory.

In its circulation of 1,300,000 copies per week, The Literary Digest reaches 359,757 professional advisers, and these professional men are the leading professional men, just as the merchants and manufacturers who read The Digest are the leading merchants and manufacturers.

Men of thought and action, men who lead, men who have arrived, read The Digest, whether professional advisers or merchants, or manufacturers. The Digest did not make them leaders, but leadership makes The Digest necessary to them.

The same advertisement in the pages of The Literary Digest reaches both the customer and the professional adviser who may be consulted about the purchase. And this professional man is a multiple customer, buying in his own individual capacity as a successful and prosperous man, home owner, head of a family, etc., and influencing sales to others in his capacity of professional adviser.

We shall be glad to send any manufacturer or other advertiser a chart showing just how the readers of The Digest are multiple buyers for the goods he makes and sells. The Literary Digest, 354 Fourth Avenue, New York.

FUN from the PRESS

The funniest thing said last week in any newspaper turns up on the screen in "Fun from the Press," The Digest movie. This animated comic is illustrated by Max Fleischer who created the celebrated Out of the Inkwell clowns. The funniest words and funniest pictures—will make the high spot of your evening at the movies.

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